





## Intimations.

The Old  
Familiar Beverage  
**STONE GINGER  
BEER,**  
VCEPT "POP."



\$1.75 per doz., less \$1.00 allowed  
Bottles returned.

**WATKINS,  
LIMITED,**  
CHEMISTS, AERATED WATER  
MANUFACTURERS,  
APOTHECARIES HALL,  
No. 60, Queen's Road Central, Hongkong.  
FACTORY:—Mason's Lane.  
**WAI KIN TAI YU FONG.**  
房 榮 大 建 威

Branches also at  
Canton, Shanghai, Hankow and Peking.  
Hongkong, 10th February, 1902. [714c]

## THE VERDICT OF EUROPE

IS THAT

**Buchanan's Scotch Whiskies**  
**ARE THE BEST.**

DISTILLERS BY ROYAL WARRANTS TO KING EDWARD VII.

PURVEYORS TO THE HOUSE OF LORDS AND HOUSE OF COMMONS.

THE GLEMONS BLEND,

better known as

**BLACK AND WHITE,**  
Price \$15.25 per Case.

**BUCHANAN BLEND,**  
Price \$13 per Case.

SOLE AGENTS:  
**LANE, CRAWFORD & CO.,**  
HONGKONG. [343d]

LAST DAY

POWELL'S GREAT SALE,

FRIDAY, March 21st.

**FURTHER REDUCTIONS,  
FURTHER REDUCTIONS.**

Everything in the Store reduced  
Positively the Last Day.

**R. G. HECKFORD,**  
Manager. [559c]

Hongkong, 20th March, 1902.

BANJOS

STEWART AND BAUER'S

"20th Century" and "Thoroughbred"  
also

"WASHBURNS."

MANDOLINES, GUITARS,  
STRINGS, FITTINGS, REPAIRS.

**THE ROBINSON PIANO CO., LIMITED,**  
Hongkong, Shanghai & Singapore. [935c]

Hongkong, 28th January, 1902.

To-day's  
Advertisements.

**THEATRE ROYAL,  
CITY HALL.**  
**MR. HENRY DALLAS' MUSICAL  
AND DRAMATIC CLUB.**

TO-NIGHT! TO-NIGHT!  
(THURSDAY) March 20th.

The latest Musical Comedy, now drawing  
crowded houses at the GAIETY THEATRE,  
London.

## THE GEISHA.

The following pieces will be played during  
the first week of the season.

FRIDAY, Mar. 21, THE GEISHA.  
SATURDAY, " 22, THE TROUADOR.  
(Last Time by request).

PLAN at THE ROBINSON PIANO CO.

PRICES AS USUAL.

A Late Train will run to the Peak and a  
launch leave for Kowloon after the Performance.  
Hongkong, 20th March, 1902. [308d]

## FOR SALE.

**TWO BOILERS, CYLINDRICAL, RE-  
TURN TUBULAR, 7 ft. diameter  
x 8 ft. long. Fox's corrugated furnace, 3 ft.  
diameter, working pressure 120 lbs. complete  
with Smoke-box, Funnel, &c.**

**ONE BOILER, vertical with cross tubes,  
3' 6" diameter x 7' 6" high, working pressure  
100 lbs.**

**ONE BOILER, vertical, 3' 6" diameter  
x 8' 0" high, with cross tubes, working pressure  
100 lbs.**

The above are quite new, being just com-  
pleted, and can be seen at Kowloon Dock.  
Prices and further particulars may be had on  
application to

**CHIEF MANAGER,  
HONGKONG AND WHAMPOA DOCK  
CO., LIMITED.** [340d]

Hongkong, 20th March, 1902.

To-day's  
Advertisements.

**PUBLIC AUCTION.**  
THE Undersigned have received instructions  
from the VICTUALING STORE OFFICER  
to Sell by  
**PUBLIC AUCTION,**

WEDNESDAY, the 26th March,  
at 11 A.M.,  
at H.M. NAVAL YARD.

About 40 GALVANIZED IRON BISCUIT  
TANKS.  
TERMS:—As Usual.

**HUGHES & HOUGH,**  
Government Auctioneers.  
Hongkong, 20th March, 1902. [341d]

**DOUGLAS STEAMSHIP COMPANY,  
LIMITED.**

FOR SWATOW, AMOY AND TAMSUI.  
The Company's Steamship

"HAIMUN."  
Captain Passmore, will be despatched for the  
above Ports, TO-MORROW, the 21st instant,  
at Daylight.

For Freight or Passage, apply to  
**DOUGLAS LARPAK & Co.,**  
General Managers.  
Hongkong, 20th March, 1902. [333d]

**DOUGLAS STEAMSHIP COMPANY,  
LIMITED.**

FOR SWATOW, AMOY AND FOCHOW.  
The Company's Steamship

"HAICHING."  
Captain Davis, will be despatched for the  
above Ports, on MONDAY, the 24th instant,  
at Daylight.

For Freight or Passage, apply to  
**DOUGLAS LARPAK & Co.,**  
General Managers.  
Hongkong, 20th March, 1902. [342d]

**AN APPEAL.**

**THE SUPERIORESS OF THE ITALIAN  
CONVENT, CAINE ROAD,** begs most  
respectfully to APPEAL to the Residents of  
Hongkong and the Coast Ports, for their kind  
patronage and support, and desires to state that  
she will be pleased to receive orders for all kinds  
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs  
and Collars renewed on old ones.  
Ladies and Children's Under-clothing, Children's  
Dresses, and all kinds of Embroidery,  
Materials can be supplied, if required.  
The Superiress will also be most grateful  
for any PAPER, or old ENVELOPES to be made  
into Books for the Children of the Poor Schools,  
who are taught by the Sisters.  
Hongkong, 22nd April, 1892.

## Intimations.

**WILLIAM MACLEOD, D.D.S.,  
DENTIST.**

Beaconsfield Arcade, Nos. 11 and 12,  
and Floor. [77d]

**A. S. WATSON & Co.,  
LIMITED.**

ESTABLISHED A.D. 1841.

We take this opportunity to state

that our

**AERATED  
WATERS**

are made solely with the water pro-  
cured from the Government Tytam

Reservoir and specially filtered in our  
large storage filters on the best

scientific principles.

Our Aerated Waters are thus Absor-

lutely pure and consumers of them

may feel themselves quite secure

against contracting cholera by liquid

agency, which it is comparatively

easy to do by drinking impure water.

A. S. WATSON &amp; CO. LIMITED.

Aerated Water Manufacturers,

The Hongkong Dispensary.

**BIRTHS.**  
On March 3rd, at Seremban, the wife of  
H. M. HATCHELL, of a son.  
On 13th inst., at Cluny Lake House, Singa-  
pore, wife of W. L. WATKINS, of a son.  
**MARRIAGE.**  
On March 12th, at St. Andrew's Cathedral,  
Singapore, by the Rev. W. H. C. Dunkerley,  
M.A., Mr. PERCY LADROCK WAIT, second  
son of the late Mr. William Barry Wait, of  
London, to Miss EDNA MURIEL STOKES, eldest  
daughter of the late Mr. Francis William  
Stokes, and grand-daughter of Major William  
Stoker of Melbourne, Victoria.

**DEATH.**  
March 4th, at Seremban, the wife of H. M.  
HATCHELL. Deeply mourned.

**The Hongkong Telegraph**  
HONGKONG, THURSDAY, MARCH 20, 1902.

**REUTER'S TELEGRAMS.**  
**A DUTCH STEAMSHIP SERVICE  
FOR THE EAST.**

LONDON, March 18th.  
The Dutch Government has introduced a  
Bill authorizing the contract for a monthly  
subsidized steamship service between the  
Dutch East Indies, Hongkong, Yokohama,  
Kobe, and Amoy.

**CRICKET IN AUSTRALIA.**  
MacLaren's English Eleven has beaten  
South Australia by six wickets.

**THE LINCOLNSHIRE HANDICAP.**  
The following is the result of the race for  
the Lincolnshire Handicap:—

St. Maclou ..... 1  
Sceptre ..... 2  
Over Morton ..... 3

**SOUTH AFRICA.**  
**CAPTURE OF BOTHA'S BROTHER-  
IN-LAW.**

General Bruce-Hamilton surprised and  
captured General Cherry-Bennett, Louis  
Botha's brother-in-law.

**LOCAL AND GENERAL.**

**THE BUYING RATE** for sovereigns has  
risen to \$11.14.

**EXCHANGE** has fallen one-eighth and now  
stands at 15.95-16d.

**BAR SILVER** has fallen one-sixteenth and  
is now quoted at 24.13-16d. per oz.

**FOUR BOILERS** are advertised for sale by  
the Hongkong and Whampoa Dock Company.

**THE EARL OF CRAWFORD'S YACHT**  
*Valhalla* has been docked at Keppel Road.

**CLEANSING GANGS** dealt with 1,260  
houses; fumigated 2,616 floors, and cleansed  
4,031 floors during the fortnight ending March  
8th.

**FOR DAMAGING PROPERTY** to the ex-  
tent of \$10, Charles Dank, an artificer of H.M.S.  
*Glory*, was fined \$7, which Jack reluctantly  
parted with.

**ALL'S WELL.**—The captain of the s.s. *Hok  
Tijer* reports speaking the Danish barque *Se-  
rapis* on March 9th in Lat. 3°-13' S. and Long.  
106°-23' E. She wished to be reported all  
well.

**THE FEVER IS UPON US,** pingpong holds  
the sway, and Powell Limited, to meet the ever  
increasing demand, have just got out a fine  
selection of sets at prices ranging from \$1.25  
to \$12.

**FIFTY DOLLARS** or two months' had labour  
and the confiscation of 260 boxes of percussion  
caps, was what Mr. Kemp this morning im-  
posed on Ip Kwai, a boarding house owner.  
He went to goal.

**CHOLERA.**—For the past twenty-four hours,  
three cases of Cholera are reported. In  
all three cases, they proved fatal. Two were  
found in No. 19 Nullah Lane, and No. 13  
Tai Wong Lane, respectively.

**THOS. ELVINS,** watchman, at the Hongkong  
and Whampoa Dock Company, had one  
Cheng Sai, before Mr. Kemp this morning for  
stealing two zinc plates, valued at \$10. He was  
sent to goal for two months' hard.

**CHING ON, A GARDENER,** and a new  
arrival in the Colony, was very much surprised,  
when he was taken up to the Central Police  
Station for having in his possession a revolver  
and twelve rounds of ammunition. The case  
was, however, dismissed, but the cherished  
weapon was confiscated.

**WONG KAM PIU,** thought that as the sum-  
mer is fast approaching he would require a  
new change of clothes, and consequently  
helped himself at Messrs. Lane Crawford's  
store; the clothes were valued at \$15. Ip  
Kwai will now have to spend four months of his  
summer in the Government Gaol.

**A GOOD BAG.**—It is reported that Mr.  
Cyril Ephraums recently shot a very fine bull  
elephant on Tevauling estate, Mr. MacGregor's  
property, says the *Pingang Gazette*. The tusker  
had caused considerable damage on the estate  
to several coconut trees and cooly lines for the  
past fortnight. The sportsman dropped him  
dead with a single frontal shot from his 8 bore  
rifle, distance 15 yards, carrying 12 drachms of  
powder and a 2 1/2 oz. steel-tipped bullet. The  
tusks measured 3 feet 9 inches and 3 feet 7  
inches in length. The elephant stood 9 feet at  
the shoulder, the length including tail was 21  
feet 4 inches.

**COTTAM & CO. NEW HATS.**

**A FACT TO NOTE.** is that to-morrow is  
positively the last day of Powell's bargain sale.

**BERI-BERI.**—It has been recently proved  
that beri-beri is due almost entirely to a rice  
diet. The Chinese white variety of this staple  
is said to be chiefly criminal in this respect.  
The best preventive is said to be a varied diet.

**THE THIRD ENGINEER** of the German  
steamer *Telarlos*, named W. Wagners, was  
reported at Saigon as having disappeared from  
that ship recently. The deceased left letters  
in his cabin announcing his intention of  
suicide.

**CONVICTS IN THE STRAITS.**—There are  
now about 56 Indian and Ceylon convicts in  
the Straits Settlements. The average cost per  
convict to the Indian Government works out  
at \$9.70 per head, resulting from a fall in the  
price of food stuffs in Penang.

**CAPTAIN VAQUIER**, last in command of  
the *Ernest Simons*, was expected at Singa-  
pore from Marseilles by the *Yarra* on  
his way to Saigon where he will relieve Captain  
Rallana as the principal agent of the Messa-  
geries Maritimes in French Indo-China.

**THE LINE WASHING** for the fortnight  
ended 15th inst. showed that in the Eastern  
District of the City 1944 houses had been  
linewashed, 1,310 having been previously  
reported and 634 inspected since the last report.  
These had been eight prosecutions. In the  
central district 17 houses had been linewashed  
and 9 exemptions were granted.

**A WINDFALL FOR EDITORS.**—From  
native sources, we learn that Junglu, has re-  
cently paid over the sums of 6,000 and 4,000  
taels, to two native editors for eulogising his  
ability, good works, and humane treatment  
of all matters that come before his august person.  
It has now transpired that Junglu secretly  
asked these editors to praise his actions, and  
at the same time handed over the amounts  
mentioned.

**A CONSUL GENERAL PROTESTS.**—The  
Consul General for the United States of  
America has written to the Colonial Secretary  
protesting against the proposed erection of a  
public urinal in Ice House Road directly  
opposite the building in which his offices are  
located. He pointed out that Ice House Road  
was a narrow thoroughfare and a urinal in the  
place proposed would create an intolerable  
stench, besides making the access to his office  
extremely unpleasant. A copy of the letter has  
been sent to the Sanitary Board for considera-  
tion.

**USURY.**—Somebody in Penang evidently  
knows well how to bleed his fellow men, as  
the following advertisement, clipped from the  
local paper, will show:—

**NOTICE.**  
Advertiser offers a Promissory Note, bearing  
interest at 8% monthly, value \$600, for imme-  
diate cash. Apply to

**QUEX,  
c/o Pingang Gazette.**

Pity the deluded wretch whose promissory  
note Quex holds. In one year he would pay  
\$576 in interest alone, and still have the repay-  
ment of the \$600 to bother him. We should  
like to kick Quex!

**RAT MORTALITY.**—The following statistics  
showing the number of rats caught in each  
district since the beginning of the year should  
be of interest:—

Week ending, Victoria, Kowloon, Total.

January 6th.....1,450 150 1,600

" 13th.....1,472 241 1,713

" 20th.....1,526 482 2,008

" 27th.....1,319 899 2,218

February 3rd.....1,143 929 2,072

" 10th.....340 241 581

" 17th.....1,278 521 1,799

" 24th.....2,131 793 2,924

March 3rd.....2,582 1,777 4,359

" 10th.....2,930 1,332 4,262

**DIRTY DARING!** A really funny story,  
and funnier to those who know to whom it  
refers, is related of a high Colonial functionary  
who served in this Colony but now is about to  
retire from service in another Crown Colony,  
not Hongkong, says the *Singapore Free Press*.  
The gentleman referred to was staying, with  
his wife, at a hill station. He, like John Gilpin,  
has a frugal soul, and likes to check his hotel  
bills. Overheard:—

What! what's this? A whole whisky and soda!  
My dear, did you have a whisky and soda?  
Yes, dear: a half whisky and soda.

But this bill has a whole soda! And look  
here: 28th—Bath; 29th—Bath; 30th—Bath:—  
never have a Bath?

"Oh! You Dirty-Darling!"

And "Dirty Darling" he is called to this day  
now, by everybody who has become acquainted  
with the story.

**SHIPS AND RATS.**—With regard to the ap-  
paratus devised for pumping S.O.2 gas into ships  
for the destruction of rats, the Hongkong Cham-  
ber of Commerce have written a letter to the  
Colonial Secretary, who submitted it to the  
Sanitary Board, pointing out that they do not see  
how, under the circumstances, the apparatus  
could be usefully employed in Hongkong, at  
least as far as ships were concerned. In the  
first place, they submit that the use of the ap-  
paratus would inevitably involve detention of  
steamers, and consequent heavy expenses, and  
in the second place, it would be impracticable,  
because in most cases vessels calling here  
have large quantities of cargo on board for  
ports beyond this. There would be few ships  
on which it would be used without greatly in-  
terfering with trade.

Mr. Osborne intimated:—We must not allow  
the matter to be set aside merely because there  
are a few difficulties in the way.

Lieut. Col. Hughes intimated:—I agree with  
Mr. Osborne.

**COTTAM & CO. NEW SCARVES and  
TIES.**

**COTTAM & CO. THE RAGLAN OVER  
COAT.**

**THE SIAM ELECTRICITY CO.** made a  
profit of Tcs. 132,850 during last half year and  
pays a dividend of 4% for the half year. The  
tramway shows a good return. The new  
agreement with the Siamese Government pro-  
vides for the extension of the joint concerns till  
1930.

**TUNG FU TSANG.**—From latest advices  
received we note that the notorious Tung Fu  
tsang, has been pardoned by the Empress  
Dowager and reinstated in his old position  
again. It will be remembered that Tung Fu  
tsang, was deported to Eli, a town on the borders  
of Eastern Turkistan, for his share in the  
Boxer rebellion.

**SIR FRANCIS LOVELL**, who is expected  
in the Straits shortly on his mission to further  
the interests of the Government School of tropical  
medicine, spoke on that subject at a meeting  
at Colombo on the 26th ultimo. The meeting  
passed a resolution to ask the Government of  
Ceylon for a yearly grant to enable a certain  
number of its medical officers to go through a  
free course of instruction at the School.

**THE INDIA VOLUNTEER CONTING-  
ENT** for the Coronation ceremonial in June  
will contain representatives of Cadet Corps as of  
ordinary units of the forces. One hundred  
selected Volunteers are to be sent from India, at  
Government expense, to take part in the Cora-  
nation ceremonies, and it has been suggested  
that representatives of the various Anglo-Indian  
Light Horse Corps on leave at Home  
should be provided with horses, and permitted  
to take part in the procession.

**RED TAPE AND RECRUITS.**—Describing  
in *Living London* the formalities attending  
the recruiting system, Major Griffiths says the  
method is exceedingly cumbrous, and is a  
curious illustration of the red tape routine that  
obtains wherever the War Office rules. The  
recruit's name has to be entered some 62 times,  
the signatures of superior officers are given 29  
times in each particular case, and a bulky  
parcel of documents has been got ready by the  
time each man is ripe to take the oath.

**A BOER PRISONER IN SINGAPORE.**—  
The Singapore police authorities received a  
telegram from Ceylon stating that one of the  
escaped Boer prisoners was supposed to have  
come to Singapore, and was hiding there. A  
search was instituted and on the evening of the  
11th inst. the police discovered a middle-aged  
man in Neil Road who answered to the de-  
scription in the telegram. The unfortunate  
man was found lying on the road, suffering  
with fever. He was immediately sent to the  
General Hospital where he was attended to,  
but died there next morning at ten minutes to  
nine. Shortly before the man died he was  
asked his name, and he tried to say something  
beginning with the word "Dess" but fell  
back exhausted, and subsequently became  
unconscious and died.

**THE HON. TREASURER** of the Alice  
Memorial and Netherlands Hospitals begs to  
acknowledge with thanks the following dona-  
tion to the funds of the Hospitals:—

Anonymous.....\$25

China Mail..... 20

Hon. T. Sercombe Smith..... 10

W. Hurton Potts..... 10

W. H. Wickham..... 10

W. H. Percival..... 10

L. Mallory..... 5

Worawalla & Co..... 5

N. Powell & Co..... 10

A. C. Moore..... 5

**THE QUESTION** as to how the Boxers were  
so thoroughly armed, and where the funds  
came from, has just been brought to light. It  
now appears, according to Northern Native  
newspapers, that before any of the Powers  
dreamed of a Boer rising, Junglu had every-  
thing planned. Before the *coup d'etat* in 1898,  
Junglu had amassed a sum of no less than  
70,000,000 taels, chiefly by imposition of taxes  
in the various provinces, Kwang Tung itself  
being responsible for taels 7,000,000, collected  
by Kangi during his tenure of office in Canton.  
The arms were bought in America and Europe,  
ostensibly for the use of the Imperial army, but  
secretly for the Boxers. With what effect  
these arms were used against us we all know,  
and yet Junglu is still in power!

**AN ESSAY WORTH \$2,000.**—For publishing  
an essay, and translating the same into the  
English language, Lu Chuan Lin, very gener-  
ously handed a native editor in Shanghai, the  
sum of \$2,000. The gist of the essay is to  
the effect that, while deploring the circum-  
stances connected with the Boxer rebellion,  
Junglu and Lu Chuan Lin were in no way  
responsible, and that previous to the  
outbreak, these two double-faced scoundrels  
had memorialized the Throne and prayed  
that peace must be kept at all costs,  
and no outrages were to be committed par-  
ticularly against the Europeans in China.  
This statement is also backed up by Chang  
Chi-Tung. It also treats on the *coup d'etat*  
of 1898, and the placing of the usurper, Pu  
Sing on the Throne, and on other matters  
finally terminating in the suppression of the  
Boxer rising. The essay in conclusion said  
that the only man to blame was Kangi, but  
as we all know, that individual has long ago  
shuffled off this mortal coil, and besides,  
dead men tell no tales. The whole essay could  
be summed up in a few words. To an observ-  
ant reader of long standing in China, it is  
nothing more or less than a blank on the  
Europeans in China. Junglu and his party,  
knowing that their names are in the list of  
undesirables, and being afraid of impen-  
ding punishments, are trying to wash their  
hands clear of all crimes they have committed  
in past years.



## THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

The fifteenth ordinary meeting of shareholders of the Hongkong and Kowloon Wharf and Godown Company, Limited, was held at the Company's Office, No. 2, Connaught Road, at noon to-day. There were present:—The Hon. J. T. Bell-Irving, The Hon. C. P. Chater, Messrs. D. W. Moses, A. J. Raymond, E. Goetz, N. A. Siebs, E. M. H. Schubart, C. H. Thompson, A. Hewitt, G. H. Medhurst, C. S. Sharp, R. K. Leigh, R. C. Wilcox, A. Ross, R. J. Macgowan, Ho Fook, T. Smyth, W. J. Saunders, G. de Champeaux, Capt. Tillet, Capt. W. E. Clarke, H. L. Denny, and Mr. E. Osborne.

After the Secretary had read the notice convening the meeting.

The Chairman said:—Gentlemen, with your permission, we will as usual, dispense with the formality of reading the report and accounts. In one respect, the year's working has been disappointing; we had hoped, and reasonably I think, that, following upon settlement of the Northern troubles, trade would resume its normal conditions and, with the political atmosphere cleared, an improvement might even be looked for, but these hopes, so far as concern the Wharf Co., have not been fulfilled, the volume of our business having remained almost stationary. Gross receipts, it is true, were higher than during the previous years, and, no doubt, this has struck you as peculiar, that whilst these have grown, the net profits are little more than shown in 1900. This, gentlemen, is due to larger expenditure, foreseeing which we slightly raised some of the rates at the beginning of the year, but, notwithstanding this, profits have not kept pace with receipts. The cause of this you are no doubt familiar with, and I need not therefore refer to them further than to mention the continued fall in exchange, with its inevitable rise in the price of commodities and labour, whilst measures for the prevention of Plague have been costly, and expenditure in almost all directions has increased. There is, however, one source of expenditure, and a large one, concerning which it is right to give a few words of explanation. With expansion of business, and the increasing responsibility entailed by the custody of so many millions' worth of goods, coupled with the difficulty of obtaining satisfactory service from Chinese, it became apparent to your Directors some eighteen months ago that a radical change was desirable in the way of the Chinese employed unaided by Europeans, and considerably more European supervision was necessary. Accordingly, the staff of Europeans was augmented and, although the expense has been great, as shown in the accounts, results have justified the change. Claims for losses have almost disappeared, work has gone on smoothly in a way it never did before, whilst the absence of delays and mistakes that used formerly to be so frequent a source of irritation and loss, is evidence of improvement in the conduct of the business, so that, although outlay has been heavy, it has been distinctly beneficial and, your Directors are convinced that the change is for the real and lasting good of the Company's interests. Considerable progress has been made in the construction of new buildings and equipment of launches, lighters, steam-cranes, etc., all of which, though slow to yield immediate profit, tend largely to the general efficiency of work, and enable the Company to hold its own more successfully against numerous native competitors, and the unfair rivalry of salaried godownmen in private employ. This outlay in improvements has been large, more especially in buildings, and there will need to be still further expenditure in order to provide the accommodation to which I alluded at the General Meeting held three years ago. When you come however, to analyse the Company's financial position, and comprehend its assets in the shape of Wharves, Railways, Rolling Stock, Launches, Lighters and Machinery, written down to practically their auction value, when you contemplate your magnificent property at Kowloon comprising 900,000 square feet of land, standing in the books, including buildings at only \$2.58 per square foot, which is less than half the real value, land which possesses unrivalled deep water frontage, and is covered with first class buildings, and when you come to dwell upon the latent possibilities of your business, I think gentlemen, you are entitled to cherish the comfortable assurance that so long as the prosperity of Hongkong continues unchecked, your possession is indeed one of high value, and a value, which, in all probability, is not likely to diminish. To review the figures embodied in the accounts would perhaps be superfluous as these have been given so full in detail, but, should any shareholder desire further information on any point, I shall be pleased to give it before moving the adoption of the Report. (Applause).

None being forthcoming, the Chairman proposed the adoption of the report and accounts, and the motion was seconded by Mr. Ross, and carried.

Mr. Wilcox proposed and Mr. de Champeaux seconded that the appointment of Messrs. E. H. M. Schubart, C. H. Thompson, H. A. Ritchie, E. Goetz and E. A. Hewitt as Directors be confirmed.

Carried.

Capt. Tillet proposed and Mr. Smyth seconded that the retiring directors Messrs. D. W. Moses and G. H. Medhurst be re-elected.

Carried.

Mr. Ho Fook proposed and Mr. Saunders seconded that Messrs. W. H. Potts and A. O'D. Gaudin be elected Auditors for the current year.

Carried.

The Chairman:—The Dividend warrants will be ready to-day on application to the Secretary.

This was all the business.

COTTAM & CO., DENTS, DRIVING, GLOVES.

## THEATRE ROYAL.

H.M.S. "IRRESPONSIBLE."

Mr. Dallas' Company held their 2nd performance of H.M.S. *Irresponsible* last night to a crowded house. It went with a good swing and the performers seemed more at home in their parts than on the first night. The singing was particularly good all through, and the acting of Mr. Dallas and Mr. Knight was excellent. Mr. Knight's two songs in character brought down the house as before. The scenery is pretty and appropriate and the whole piece is well put on. As usual, the life and soul of the piece and he has evidently studied the tricks of hand and arm peculiar to Mr. Arthur Roberts. To-night and to-morrow "The Geisha" will be staged and on Saturday, by special request, "The Toreador."

## ANOTHER PRIVATE PLAGUE HOSPITAL.

The Hongkong and Kowloon Wharf and Godown Company have applied to the Sanitary Board for permission to erect premises for a private plague hospital, measuring 35 feet by 15 feet, and also, another matched, measuring 15 feet by 15 feet, for attendants—both of them to be erected close to the Yau-mai-plague hospital and to be under the superintendence of a European doctor.

It will be remembered that in February last when Messrs. Jardine, Matheson and Company requested permission to erect a matched on land at Sooi Kun, Poo Valley, in which to treat cases of plague which might occur among their employees the following conditions had to be complied with, viz. That the site and structural arrangements of the Hospital be approved by the Board; that the sanitary arrangements of the Hospital be put under the care and authority of a duly registered medical practitioner, and that the Hospital should be open to the inspection of the Board's officers. It is probable that in the present case the Board will request that similar conditions should be complied with.

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

## REFORM.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH":—

DEAR SIR,—I have noticed for the past week in your valuable paper of the rising in Kwangsi and the rumors of rebellion in all parts of China, and I am not at all surprised. As one who takes a great interest in China as regards her internal and external affairs, I would feel much obliged if you would grant me space to vent my feelings, which I believe are shared by all true sons of China. As you say, the rebellion has assumed great dimensions, and four provinces are already affected. I would not be surprised to find the other provinces follow suit. The present feeling all over China is not over loyal to the Manchu government, and to a keen observer, things are looming up in the horizon which do not speak of peaceful times. And who is responsible for this? The answer is not far to seek. The Empress Dowager and her host of satellites, who instead of doing good, have for the last five years sowed the seeds of dissension, revolt and unrest. China had a chance in 1896 to recoup herself, but the remorseless hand of the Empress Dowager stopped all. As you are aware, reforms were started, and had they been allowed to go on, China would not have been in this present state. The youthful Emperor Kwang Su, has been and is still for reform, but what can he do against the mob of anti-foreign officials, headed by his imperial Aunt, arrayed against him. Where men fired by patriotic feelings lift their hands and try to elevate the mass of humanity of China to a sense of their duty, they are regarded as rebels and agitators. To take the case of Kang-Yu-Wei, or Liang Kia Chou, or Sun Yat Sea or Tong King Choy; these men left their homes, position, and every comfort to bring China to a sense of duty, and what is the result? Ignominious defeat on all sides, and they are hounded from country to country with little or no prospect of expressing their views. How sad it is to think that China, the long lived Empire, an empire which boasted of civilization long before Europe emerged from the days of savagery, is to-day a tottering empire, which even the smallest of European Powers spurns. And all through the evil actions of the Empress Dowager and her party!

"O Lord how long, how long," are we to suffer such degradation in the eyes of the world?

Thanking you in anticipation for the insertion of the above.

I remain, Dear Sir, A REFORMER.

Hongkong, 20th March, 1902.

## LEGAL INTELLIGENCE.

## SUPREME COURT.

## CRIMINAL SESSIONS.

(Before His Lordship A. G. Wise, Acting Chief Justice).

March 20th.

## ALLEGED LARCENY.

The charges of larceny against Chan Chi were again gone into and prisoner, who was found guilty on three counts, was sent to prison for four and a half years with hard labour.

COTTAM & CO., FLAID RUGS and SILK MUFFLERS.

## THE CHINA SUGAR REFINING COMPANY, LIMITED.

The following is the report for presentation to the shareholders at the twenty-fourth annual general meeting, to be held at the offices of the General Agents, at noon on Thursday, 27th March, 1902.

The General Agents beg to submit to shareholders their report on the Company's business for the year 1901, with a Statement of Accounts to 31st December last.

The Refineries were well employed during the greater part of the year, but the importations of Beet-root Sugar into the Eastern markets referred to in the last report continued to interfere with the prices realized for the Company's products.

The sum at credit of profit and loss account is \$258,500.17, out of which, \$100,000 was paid as an interim dividend of 5% per share on the 24th of August last; the balance \$158,500.17, the General Agents and Consulting Committee recommend should be dealt with as follows, viz.:

A final dividend of 7% per share (making 12% for the year) ..... \$140,000.00  
Carry forward to next account ..... 18,500.17  
\$158,500.17

## CONSULTING COMMITTEE.

The present members are Hon. C. P. Chater, C.M.G., Messrs. D. M. Moses, C. S. Sharp and R. C. Wilcox, who offer themselves for re-election; Mr. D. Gillies has resigned his seat on his approaching departure from the Colony.

## AUDITORS.

The Accounts have been audited by Messrs. Thos. Arnold and Fullerton Henderson. Mr. Thos. Arnold offers himself for re-election.

JARDINE, MATHESON & CO., General Agents.

Hongkong, 19th March, 1902.

## BALANCE SHEET—ONE YEAR—TO 31ST DECEMBER, 1901.

## Capital and Liabilities.

Paid-up Capital ..... \$2,000,000.00  
Equalization of Dividend Fund ..... 160,000.00  
Sundry Creditors ..... 4,792,189.03

Balance of Profit and Loss Account ..... \$258,500.17  
Less Interim Dividend of 5% paid on 24th August, 1901 ..... 100,000.00  
158,500.17

\$7,110,689.20

## Assets.

Properly Account, consisting of—  
East Point Refinery ..... \$1,522,496.05  
Bowlington Refinery .....  
Swatow Refinery .....  
Hongkong Distillery .....  
Site of Sooi-kun-poo .....  
Cash ..... 4,250.36  
Raw and Refined Sugar, &c. .... 1,915,836.41  
Spirits and Rum, &c. .... 8,709.87  
Charcoal, Coal, Stores, &c. .... 233,884.62  
Sundry Debtors ..... 71,109.35  
Shipments ..... \$3,993,654.23  
Less Advances ..... 639,251.71  
3,354,402.52

\$7,110,689.20

## PROPERTY ACCOUNT.

To Balance at Debit on 31st Dec. 1900 ..... \$1,505,725.80  
" New Machinery, &c. .... 16,770.25  
\$1,522,496.05

By Balance at date ..... \$1,522,496.05

## PROFIT AND LOSS ACCOUNT.

To Commission ..... 36,179.20  
" Remuneration to Consulting Committee ..... 2,500.00  
" Auditors' Fees ..... 750.00  
" Interest ..... 89,359.83  
\$128,788.93

" Interim Dividend of 5% paid on 24th August, 1901 ..... 100,000.00  
\$228,788.93

" Balance ..... 158,500.17  
\$387,289.10

By Balance of Profit and Loss Account, carried from last year ..... 11,800.16  
" Gain on Working ..... 375,488.94  
\$387,289.10

Hongkong, 19th March, 1902.

JARDINE, MATHESON & CO., General Managers.

We have examined the Books and Vouchers of the Company, and certify that the above Statements are in accordance therewith.

THOS. ARNOLD, J. HENDERSON, Auditors.

## WALKING ON WATER.

Though considerable interest is manifested in the attempt of Capt. Grossman to walk, by means of his newly invented apparatus, on the Danube from Linz to Vienna, it falls far short of the intense excitement caused by an invention for walking on water in the Coronation year of George IV. In 1791, a Mr. Kent of Glasgow tested his apparatus on one of the newly-constructed wet-docks of Leigh, and the novelty of the circumstance drew immense crowds. The apparatus was in the form of a triangle, with a case of block-tin filled with air at each angle. After various evolutions on the water, the inventor crossed and recrossed the dock several times, fired guns, and satisfactorily proved to the crowd the practicability of his invention. Eighty years have elapsed since then, but still a preference is shown for walking on land, despite tender feet and the roughness of roads.

COTTAM & CO. ENGLISH and AMERICAN SHIRTS, BOOTS and SHOES.

## Intimations.

THE CHINA AND MANILA STEAM-SHIP COMPANY, LIMITED.

THE NINETEENTH ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICES, No. 14, Des Voeux Road, Victoria, on SATURDAY, the 22nd March, 1902, at 11 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th to the 22nd instant, both Days inclusive.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 16th March, 1902. [306d]

## HONGKONG GENERAL CHAMBER OF COMMERCE.

THE ANNUAL GENERAL MEETING of the MEMBERS of the HONGKONG GENERAL CHAMBER OF COMMERCE will be held on MONDAY, the 24th March, 1902, at 3 P.M., at the CHAMBER ROOM, CITY HALL, for the purpose of receiving the Report of the Committee and passing the Secretary's Accounts for the year ended 31st December, 1901.

By Order, R. CHATTERTON WILCOX, Secretary.

Hongkong, 17th March, 1902. [329d]

## CHINA SUGAR REFINING COMPANY, LIMITED.

## NOTICE.

THE TWENTY-FOURTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents, on THURSDAY, the 27th March, at Noon, for the purpose of receiving their Report with a Statement of Accounts to 31st December, 1901. The TRANSFER BOOKS of the Company will be CLOSED from the 19th to the 27th instant, both Days inclusive.

JARDINE, MATHESON & CO., General Agents.

Hongkong, 6th March, 1902. [378d]

## LUZON SUGAR REFINING COMPANY, LIMITED.

## NOTICE.

THE TWENTIETH ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents, Peddars Street, on THURSDAY, the 27th March, 1902, at 12.15 P.M., for the purpose of receiving their Report and Statement of Accounts to 31st December, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 19th to the 27th instant, both Days inclusive.

JARDINE, MATHESON & CO., General Agents.

Hongkong, 6th March, 1902. [379d]

## HONGKONG CRICKET CLUB.

LAWN TENNIS TOURNAMENT, 1902.

ENTRIES will CLOSE on TUESDAY, the 25th March. ENTRY LISTS will be found in the CLUB PAVILION.

Hongkong, 19th March, 1902. [337d]

## WANTED.

JUNIOR CLERK, (ENGLISH), wanted by Large Shipping Firm in the Colony.

Apply to "A.B.C." C/o This Paper.

Hongkong, 19th March, 1902. [338d]

## WANTED.

FOR THE CANTON CLUB.

A LIBRARIAN capable of Revising and Re-organising the Catalogue of the Books—English, French, and German, in the Library. Apply, stating Salary required, to the SECRETARY, Canton Club, 15th March, 1902. [328d]

## BRITISH NORTH BORNEO.

## WANTED.

AS POSTMASTER, British North Borneo Government, a CLERK experienced in Postal Matters. Salary \$80 per mensem. Apply giving full Particulars and Testimonials to the Secretary to the Governor, LABUAN, 17th February, 1902. [206d]

## BRITISH NORTH BORNEO.

## WANTED.

AN EXPERIENCED FOREMAN for a Government Timber Mill. Must be thoroughly acquainted with the erection and management of Timber-cutting Machinery. Forward copies of recent testimonials and state Salary required to the DIRECTOR OF PUBLIC WORKS, SANDAKAN. 3rd February, 1902. [191d]

## WANTED.

A YOUTH to act as JUNIOR REPORTER, one with a knowledge of Shorthand preferred. Apply by Letter to "JOURNALIST," C/o This Office. Hongkong, 8th March, 1902. [296d]

## HONGKONG SUBSCRIPTION LIBRARY.

16, Bank Buildings, Wyndham Street.

FOUNDED in 1891, by Dr. CANTLIE, and conducted for several years by H.E. POLLOCK, Esq., K.C.

TRUSTEES: HON. J. H. STEWART LOCKHART, C.M.G., G. B. DODWELL, Esq., R. SHEWAN, Esq.

SUBSCRIPTIONS—Payable in Advance.

\$7.50 ..... Per Half Year.

\$1.40 ..... Per Month.

The Library contains, in addition to Fiction, a number of Standard Works on Biography, History, Travels, &c., and Works of Reference; and it is hoped to maintain it up to date.

Intending Subscribers are requested to apply to: CAPTAIN SPENCER, Hqs. Secretary and Treasurer, Ordnance Office.

Hongkong, 28th December, 1901. [1413c]

## GREEN ISLAND CEMENT COMPANY, LIMITED.

## PORTLAND CEMENT.

\$5.50 per Cask of 375 lbs. Net ex Factory.

\$5.50 per Bag of 250 lbs. SHEWAN, TOMES & CO., General Managers.

Hongkong, 11th March, 1902. [19]

## Intimations.



At every turn,

day and night, you hear the enthusiastic praise of some one who is competent to judge and prefers

**RAINIER BEER**

to all others—the whole world has it and likes it.

SOLE AGENTS: **A. S. WATSON & Co., LIMITED.** THE HONGKONG DISPENSARY. Hongkong, 13th December, 1901. [19]

## INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

**DR AUER VON WELSBACH Co., VIENNA,**

**THE INVENTORS OF INCANDESCENT GAS LIGHT.**

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

**FIFTY CENTS per piece.**

**BEWARE OF INFERIOR IMITATIONS!**

**KRUSE & Co., CONNAUGHT HOUSE.** [954c]

## GAMES OF ALL KINDS.

**W. BREWER & Co.,** BOOKSELLERS, STATIONERS, PRINTERS, ACCOUNT BOOK MANUFACTURERS, 23 & 25, QUEEN'S ROAD.

**LADIES' AND GENTLEMEN'S BOOTS AND SHOES.**

**EGYPTIAN CIGARETTES. INDIAN CIGARS.**

BOX'S EXCHANGE TABLE—New Volume, 1/8 to 1/10th \$10. Hongkong, 20th March, 1902. [34d]

## NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne Cider, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

**LEOPOLD SPATZ & CO.** Hongkong, 29th July, 1901. [733c]

## PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPURIE, DYSENTRY, DIARRHOEA, HEMORRHOGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale by THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai.

12th October, 1898. [12]

## WING CHEONG.

DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE, CURIOS SILKS, CARVED IVORYWARE, AND GRASSCLOTHS.

AND GENERAL EXPORTERS.

No. 35, Queen's Road Central.

Next Door Messrs. LANE, CRAWFORD & Co. Hongkong, 20th November, 1901. [1256c]

## UNTOUCHED BY HAND.

**MELLIN'S FOOD**

For INFANTS and INVALIDS.

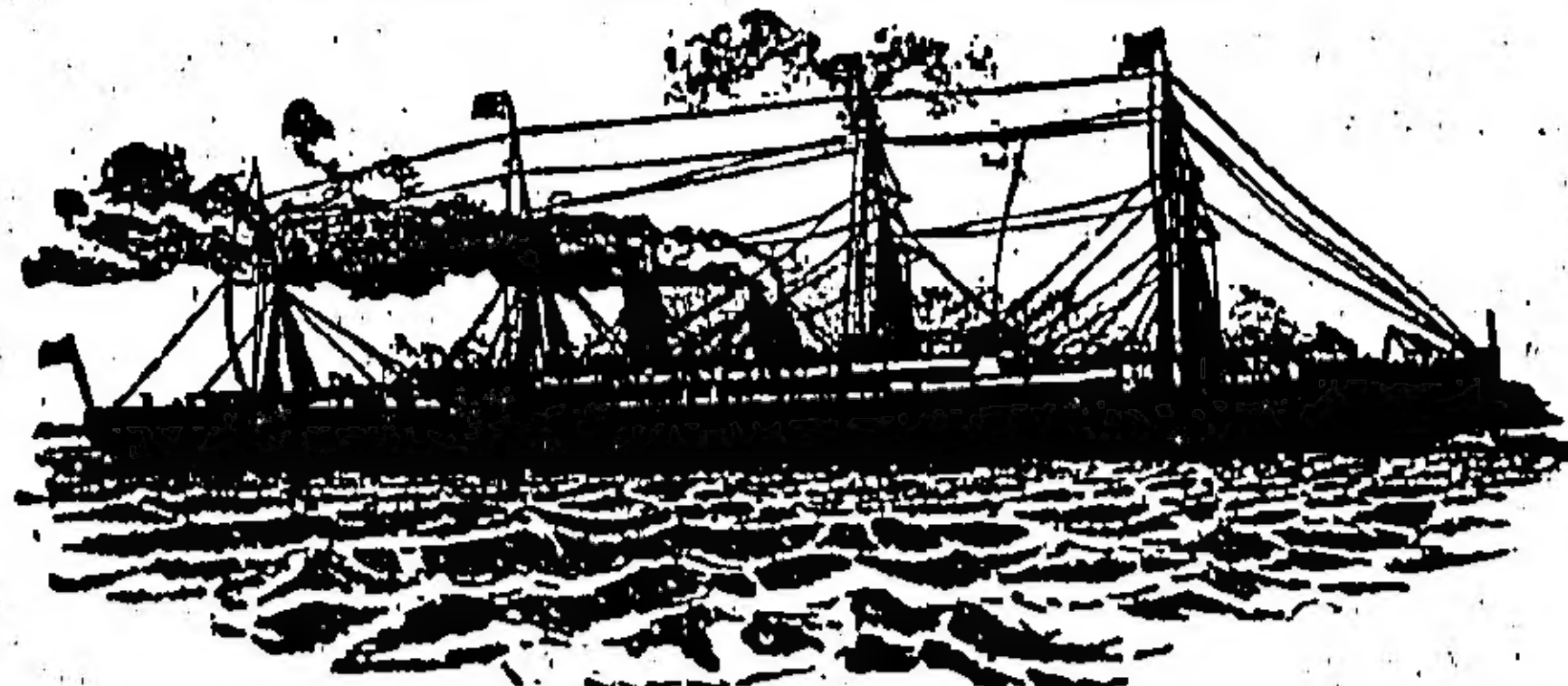
When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, RECKEN, LONDON, ENGLAND.



## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.  
"DORIC".....TUESDAY, 25th March, at Noon.  
"NIPPON MARU".....THURSDAY, 27th April, at Noon.  
"PERU".....FRIDAY, 11th April, at Noon.  
"OCEANO".....SATURDAY, 19th April, at Noon.  
"AMERICA MARU".....TUESDAY, 29th April, at Noon.  
"CITY OF PEKING".....TUESDAY, 6th May, at Noon.

THE O. & O. Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 25th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States and Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

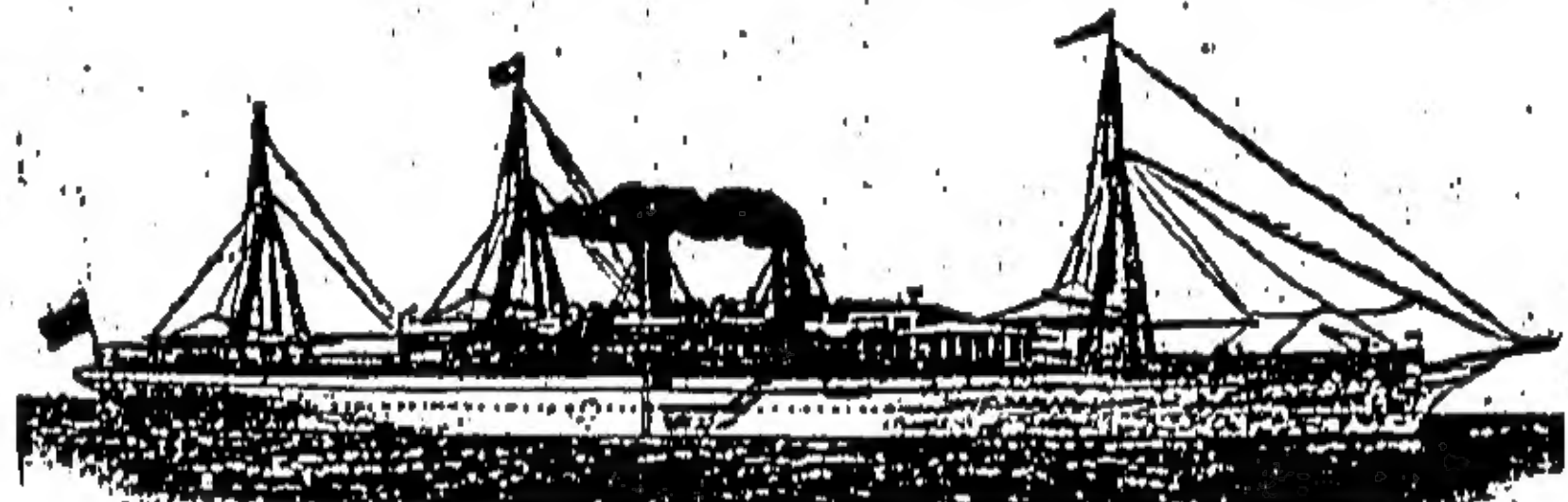
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or Silver) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchants' Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN,  
Agent.

Hongkong, 18th March, 1902.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.  
"EMPEROR OF CHINA".....Comdr. R. Archibald, R.N.R.....WEDNESDAY, 2nd April.  
"R.M.S. TARTAR".....Comdr. E. Beetham, R.N.R.....WEDNESDAY, 16th April.  
"EMPEROR OF INDIA".....Comdr. O. P. Marshall, R.N.R.....WEDNESDAY, 23rd April.  
"EMPEROR OF JAPAN".....Comdr. H. Pybus, R.N.R.....WEDNESDAY, 14th May.  
"R.M.S. ATHENIAN".....Comdr. H. Mowatt.....WEDNESDAY, 21st May.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Paddy's Street.

Hongkong, 12th March, 1902.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.  
OSTASIATISCHER FRECHTDAMPFER-DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STREAMERS.	DESTINATIONS.	SAILING DATES.
ARMENIA	GENOA and HAMBURG. (Calling at SINGAPORE).	25th Mar. Freight.
KONIGSBERG	MARSEILLES, HAVRE & HAMBURG. (Calling at SINGAPORE and PENANG).	26th Mar. Freight and Passengers.
BAMBERG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	29th April. Freight.
ADRIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	23rd April. Freight.
SECOVIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	7th May. Freight.
BAKONIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	21st May. Freight.
ARAGONIA	via SUZ CANAL. NEW YORK.	6th April. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

Hongkong, 1st March, 1902.

UNCLAIMED LETTERS AT THE  
POST OFFICE.

Letters for the following persons are un-  
claimed at the Post Office:—

Arxer, Fuan  
Ah Fook  
Allaraki, Sate  
Adamson, Mrs. Hana  
Ah Fook  
Allahotta Khan  
Abdul Hason  
Aversing, Mr.  
Adamson, S.  
Anderson, W. A.  
Anderson, Mrs. A. J.  
Anelino, Miss L.  
Apice, G. D.  
Alfred, Mrs.  
Anderson, K.  
Allie, Maurice  
Addies, M.  
Ah Yau  
Alaraka Sinaad  
Abad, Miss J.  
Abad, E. J.  
A. B.  
Anderson, J. W.  
American Commercial  
Co., Ltd.  
Abade, I. E.  
Bishan Singh  
Browning, S. J.  
Browne, F. W.  
Brand, S.  
Brown, Geo. W.  
Brown, Miss K.  
Bell, Jack  
Bernard, F.  
Bela Singh  
Baboneau, M.  
Baboo C. Malai  
Black, G.  
Brown & Co., Messrs.  
Burden, W. G.  
Benson, Mr.  
Brumham, W.  
Brougham, E. H.  
Bresson, C.  
Belisle, L. J.  
Bell, Miss M. C.  
Brown, Thomas  
Bennett, I. E.  
Burnside, J.  
Borne  
Black, Wm.  
Beach, Miss E.  
Belief, L. P.  
Bauer, R. J.  
Bunnell, Max M.  
Bruce, Miss K.  
Brown, Capt. J. H.  
Boys, Capt. G. H.  
Benton, Mrs. C. J.  
Brown, M. M. & E. B.  
Boota Singh  
Bowie, Dr.  
Broadbridge, A. C.  
Bennett, E. F.  
Buckittell  
Budge, James  
Boutin, J. H.  
Bamburgh, M.  
Bailey, E.  
Bailey, A. H.  
Bryan, Miss E. V.  
Becket, O.  
Brusson, Mad.  
Borgeest, L. J.  
Blake, Capt. W. H.  
Bilt, D. de  
Bristowe, L. W.  
Bell, Mrs.  
Bacon, Conrad de  
Baker, J. H.  
Catz, V. Leon  
Claxon, M.  
Chuvartz, Miss A.  
Chapman  
Cooper, Miss A. E.  
Chatterton, Chas.  
Capt. Ching  
Carboni, Mrs. F.  
Conry, Mrs.  
Conception, D. V.  
Cowper, Miss L.  
Carridge, W.  
Calden, Capt. A. S.  
Crown, A. F.  
Closs, A.  
Charmatz, Adolf  
Cayford, William  
Cuttman, Rev. C.  
Chiu Chong Quie  
Chang, J.  
Cook & Co., L. F.  
Clark, A.  
Cooper, A.  
Conley, Miss M.  
Gross, F.  
Church, A. D.  
Cherry, W.  
Chester, Mr.  
Chillingworth, G. T. S.  
Courtney, Mrs. M.  
Cohen, Miss G.  
Chuvartz, A.  
Chee, D.  
Chandrar Singh  
Crosbie, D. S. T.  
Cameron, Ch.  
Crowford, G.  
Chune, G. A.  
Crus, Theresa  
Carlson, Phil  
Clark, Miss E.  
Gorelli, Mrs. H. M.  
Corbin, P. F. J.  
Claton, Capt. H.  
Caywood, S. S.  
Ch, Tong  
Coyle, Mrs.  
Craig, Rev. A. M.  
Coma, J. V. de  
Joseph, A.  
Duncan, J. or P.  
Drippdale, Miss  
Dulton, H. F.  
Dionicio, Leoncio  
Dawson, J. F.  
Dunn, F. J.  
Downes, B.  
Durant, Mrs. H.  
Dillon James  
Daniels, W.  
Davis, S. D. L.  
Durnan, R. S.  
Drayton, J. C.  
Davies, G.  
Detleffsen, H.  
Digvijayan, Capt.  
Dickson, R. C.  
Dallies, H.  
Delebeque, Mad. J.  
Dore, A.  
De Ath & Coy, Messrs.  
Dunn, F. E.  
Dawson, Mrs. R.  
Davies, Miss R.  
Davis, Prof. W. A.  
Drury, I.  
Ewing, Tsau  
Earle, J. W.  
Evans, Mrs. E. E.  
Elliott, Mrs. W. P.  
Epler, Mrs. H. T.

Lloyd, F.  
Lid, W. E.  
Lamb & Lodge J. E.  
Lehmann, Mr.  
Long, Th. D.  
Laplata, F.  
Loveland, J. L.  
Leonard, M.  
Loff, P. H.  
Lewis, C. M.  
Lillie, J. J.  
Lencol, Mon.  
Longstreet, G.  
Leonard, D. M.  
Lall Singh  
Lang, R. R.  
Lewis, G. W.  
Lafente, C. J.  
Li Hong Ching  
Lee, Mrs. M. G.  
Long, L.  
Lagrange, Mrs.  
Lewington, Mrs. J. S.  
Lowton, Miss M.  
Li, Liu Lam  
Litchell, W. T.  
Malcolm, Dr. F. B.  
Micunam, A. E.  
Mohamed, Ishag  
Macfar, A. L.  
Muller, Madame S.  
Muller, A. L.  
McOsbome, W.  
Marlatt, C. L.  
Marshall R.  
McAllister & Co.  
Macanthy, Mr.  
Mongal Singh  
Mingal Singh  
McDonald, G.  
McDonald, G.  
McCaw, Fred.  
Morton, R.  
Mautani, T.  
Marker, D.  
McArthur, Mrs.  
Matsuo, L.  
Messer, Capt. J. F.  
Martin, W. R. P.  
Michals, W. J.  
Mills, A. T.  
MacDonald, D. I.  
MacDonald, D. S.  
Moore, J. H.  
Max, Schrenk  
Murphy, Miss A.  
MacDonald, Geo.  
MacCarthy, Capt. F. D.  
Mahomed, H. R.  
Muller, F. H. H.  
McPherson, W.  
McMillan, Alex.  
Manalo, Mamerto  
Montague, Mrs. E.  
Nagata, Mrs. T.  
Naswell  
MacGregor, L. N.  
Mathieson, Alex.  
McMillan, The  
Morgan, F. Mrs.  
Mille, Frank  
Moeller, J. B.  
Messer, Capt.  
Morris, Miss M. E.  
McPherson Mrs. W. E.  
Merriett, A. S.  
Meany, Capt. J. J.  
Mater, J. H.  
Micheal, H.  
Mitchell, R.  
March, Capt. L. W.  
Moncelli, G.  
Moli, E.  
McGregor, D.  
Munro, P.  
Mongallard, C. O. de  
Morne, Mrs. L.  
Mark, J. J.  
McComach, R. J.  
McConachy, Mr.  
Mars, Capt. L. W.  
Maul, O.  
Manick, I. C.  
McDonald, Esq.  
McCarthy, J. W.  
Nasco, B.  
Naidu, J. R.  
North, H. S.  
Norman, A. J.  
Nattoe  
Nelson, Mrs. W.  
Nick, Mr.  
Norden, Mon.  
Nichols, H. J.  
Newton, A. H.  
Nomars, G.  
Neil, Miss A.  
Nobdy, Mrs.  
Nettancourt, J.  
Olivier, & Co., Mrs.  
Ostion, L.  
Oh Ito Sama  
Osborn, Edward  
Osborn, Juan  
Osp, O. D.  
Oli Teong Hum  
Oh Kung, Miss  
Piggott, F. T.  
Povea, Carlos  
Plummer, F. R.  
Percebois, M.  
Pappie, F.  
Pedersen, O.  
Pill, Char.  
Puddephat, W.  
Patton, F. G.  
Pradiger, Mr.  
Porter, A. M. J.  
Paton, Fred. N.  
Pacilla, T. A.  
Parker, C. L.  
Peterson, C.  
Peters, C. F.  
Pei Tang  
Pietzsche, D.  
Peters, Major  
Pange, C. T.  
Pearson, Lady  
Past, Ugo  
Pastano, Josefa  
Rukan, Dir.  
Rama Karik  
Rostington, G.  
Rodrigues, Mrs. N.  
Rudd, F. R.  
Russell, F. M. A.  
Rainy, D. L.  
Ramanda, S. S.  
Rozario, F. do  
Rocha, A. da  
Richard, J.  
Robinson & Co., G.  
Robins, M.  
Redfers, Mrs. J. R.  
Rustel, John  
Ridgers, Th. W.  
Reynolds, J.  
Roberts, C. A.  
Ricketts, Miss J.  
Rozario, H. de  
Rizzo, Madame  
Reale, G.  
Rodrigues, S. F.  
Rowlin, T.  
Roth, P.  
Robinson, Mrs. N.  
Reid, J. G.  
Rahin Buz  
Richard, F. X.  
Richy, Mon.

Reanick, Capt. F.  
Roberts, John  
Rusell, J. W.  
Remedios, Miss J.  
Rocha, Mrs. L. M. S.  
Ryley, R. G.  
Rath, C.  
Symonds, J.  
Sondar, Dass  
Swanney, John  
Stretton, D.  
Stephen, Mrs. James  
Schmellisch, F.  
Simpson, Dr. M. J.  
Stoke, G. G.  
Sindie, Ralph  
Shvartz, Isaac  
Strand, Dr. F.  
Silva, T. da  
Silva, J. P. da  
Schwartz, Z. W.  
Sutherland, G.  
Silva, Miss E. da  
Silva, Arminda A. da  
Silva, W. J.  
Schult, Carl R.  
Silva, M. A.  
Sailan, C.  
Sheffield, Miss E.  
Sam Thung  
Sirdar Bin Singh  
Soden, J. L. Ross  
Sobeng, Luis  
Smith, E.  
Sawhin, J. S.  
Stevenson, T. J.  
Staples, G. B.  
Smith, E.  
Steer, E.  
Scott, Alex. M.  
Spieler, W.  
Stewart, E. G.  
Spinney, W. F.  
Sieg, F. G. G.  
Stefano, C.  
Scheve, E. von  
Songee, Mrs.  
Scott, J. D.  
Skala, Mrs. A.  
Sawyer, Fred.  
Strom, J. H.  
Skelly, J.  
Sec, J. A.  
Sutton, Char.  
Schwartz, A.  
Solomon, L. P.  
Starr, Miss G.  
Stifford, J. C.  
Schaefer, M. E.  
Simonsen, R.  
Sassi, D.  
Seythers, Frontz  
St. Clair, G. L.  
Smith, J.  
The Manager Silk  
The Manufacturing Co.  
Tarker, Wm.  
Troost, Eugene  
Tarce Khan  
Thomas, A. E.  
Taylor, Mr.  
Thomas, Miss E. M. K.  
The Sec. Ek Gem.  
Club  
Tennichig, Mr.  
Tansley, Mr.  
The Agent Atlas  
Thallon, Miss F. N.  
Toan, Mon.  
Turner, Harry  
Tiddy, W. E.  
Taylor, Cpl. H.  
The Viscount, H.  
Thomas, J. S.  
Thorsby, E. R.  
Treadwell, Mrs. R.  
The Chikushi Coal  
Mining & Co.  
Tarsant, J. C.  
Torry, Rev. A.  
Thomson, James  
Twine, G. W.  
Ting Cheong  
Uddolek, Miss  
Udden, Torsten  
Ulan, M. C.  
Vaught, E.  
Vance, Miss B.  
Vague, O.  
Vance, Chas.  
Vitch, W. Grant  
Vine, Z. H.  
Victor, Char.  
Vichy, L. A.  
Vancey, C. O.  
Van Bosch & Penney  
Vulkwell, C. W.  
Vernon, Miss I.  
Vine, E. T.  
Wigman, Mrs.  
Walter, Mrs. W. B.  
Woodell, Beater  
Wilson, Miss R.  
Waller, Theo.  
Wickham, A. C.  
Wing Hing Lung & Co.  
Wiseman, G.  
Wong Loh Hi  
Wells, Cargo Express,  
wheeler,  
Winter, Reinhold  
Wong, Mrs. H.  
Worsley, Mrs.  
Walker, Mr. A. R.  
Wong, Dr. W. J.  
Whitely, R. N.  
Wren, Khan  
Wren, C. H.  
Warley, C. H.  
Wassermann, H. E.  
William, S.  
Woodchick, E. S.  
Wall, George  
Wistner, Rev. O. F.  
Westbury, H.  
Woodchuck, Miss J.  
Wilmot, F. H.  
Ward, Rev. E.  
William, R. H. I.  
Woodmann Sahoo, A. S.  
Witt, L.  
Williamson, Mrs.  
Wilson  
Wallace, Capt. C.  
Welch, A. R.  
White, D. M.  
Watson, T.  
Wenning, O.  
Williams, Capt.  
Wyson, Mrs.  
Wedell, O.  
Wallroth, R. C.  
Williams, Mrs. K.  
Whyte, J. F.  
Wake, G. E.  
Wilcock, A. Dean  
Yang Ching  
Young, Oliver  
Young, Kol  
Jacob Yashak Bokal  
Young, Miss K.  
Young, Alex.  
Zahn, J. F.

Abarea Ramon, Paris  
Ahs Singh  
Ali Singh  
Ackermann, H.  
Awang Bakir  
Asman, Khan  
Ali Bahadur  
Atkin, F. (Chatham)  
Abbas Khan  
Bakloo Ains Kishun-  
luni  
Brown, Geo. H.  
Blanchard, Miss  
Blades, L. B.  
Barka, Singh  
Bahau, Singh  
Burke, M. B.  
Bagdanoff, L.  
Bovet, Bros. & Co.  
Bartens, Alf.  
Bisier Josephine  
Borgeant, Louis John  
Bhog Singh  
Borodai Cincus  
Blat, D.  
Blat, D.  
(Russian address)  
Bonnetchwal  
Brawn, Mrs. Besoil  
Chesman, Master, Wm.  
Cunha, Max  
Cheng Sang Tai  
Chek Mahomed  
Chalmers, A. A.  
Cameron, W.  
Catto, A. R.  
Cafite Deugans,  
Manila  
Cousins, Mrs. G.  
Chanda, Singh  
Diggins, Mrs.  
Dallas, H.  
Emmanuel & Co.  
Evanburg, Mrs.  
Foukoff, J. D.  
Freiz, F.  
Fridenberg, D.  
Francois, A.  
Farguhar, Mrs. T. C.  
Fung Min Tsow  
Fong, A. C.  
Gulam Mohamed Shai  
Smith, Miss A.  
Hand, C. P.  
Hagi Tagila  
Hooper, Mrs.  
Hayem, M.  
Hanna, James  
Hombourg, Rosa  
Hugand, Charles  
Harder, Theodor  
Horwitz, E.  
Henderson, Mrs. Lillie  
Inchee Isahak  
Inchee Isahak  
Inchee Isahak  
Jacob, Thomas  
Jamieson, S. W.  
Jefferys, Mrs. V.  
Jefferson, Geo.  
Jag Singh, I. P. C.  
Jaffray, R. A.  
Jones & Coy.  
Jottant, Emilie  
Kohn, Jacob  
Klipper, G.  
Kon He, Miss (Shai)  
Kon He, Miss (Shai)  
Wong Hoi Fung  
Wong Yai Cheon

A CURIOUS STORY.  
ARAJAH TAKEN CAPTIVE TO BANGKOK!  
A very curious story, says the *Siam Free Press*, which might end with grave consequences, if proved true, reaches us in connection with the King's trip to Singapore. We do not vouch for the accuracy of the statement, we simply give it as related to us, and no doubt, there must be some foundation for it. The rumour is that on the way to Singapore, a Siamese gunboat was dispatched to Fatan, and a body of soldiers were sent to search and arrest the Rajah and bring him on board. The mandate being carried out, he was there and then told that it was the King's pleasure that he would be brought a prisoner to Bangkok, whereupon the gunboat returned, and the prisoner is now, according to our informant, in "durance vile" under the charge of the authorities of the Ministry of the Interior—a prisoner—pending investigations. It seems that the charge is one of High Treason, as far as we can gather, as the Rajah, in question, had been a great friend of Siam's neighbours down there, into whose hands he has been playing a deep game, until the Siamese King found out almost too late that this Chief had nearly played the Siamese territory into the hands of the British Government altogether. Hence all the discussions that have appeared in the newspapers, threatening Siamese authority in those regions. It is said that the object of the Siamese Chiefs, was to throw off the yoke of the Bangkok Government altogether; and in this they have been seeking the assistance of their big neighbour who had not been slow to encourage this spirit of insubordination, and so things have come to the present pass. The gravity of this, if true, cannot be too much exaggerated and the consequences may prove to be very serious for Siam.  
It is only the other day that the Straits papers declared that the Power which now "overshadows" the States could not afford to stand idly by while any high handed proceedings were going on in the Malay Dependencies.  
Whether the present is "high handed" or not, remains to be seen and no doubt it will be interesting to watch the whole proceeding. Of course, as we have already stated, we give the whole story as "hearsay," and we await more reliable information.

H.M.S. "KING EDWARD THE SEVENTH"  
THE LARGEST BRITISH WARSHIP EVER PLANNED.  
The new first-class battleship *King Edward VII.*, whose keel plate has just been laid by the King, will be the largest ever built for the British Navy.  
Three other battleships of the same class are to be laid down in March. It may be expected they will be new departures. With all her coal and stores on board, the *King Edward* will displace about 17,000 tons. She will be 420 ft. long, which is 20 ft. shorter than the latest American designs, and 20 ft. shorter than the big French ships of the *Patris* class; but her comparative shortness is due to the fact that our Navy has always been against very long ships; probably because of their unhandiness. The *King Edwards* are to carry eight heavy guns. This is because of the advance in the art of hardening armour. She will mount two pairs of the new Vickers 12-in. gun in strong turrets forward and aft. These weapons are not called quick-firers, but they are really such, as they are capable of getting off two shots a minute. The weight of the projectile is 850 lb., and it is driven from the gun with such force that it will pierce forty-two inches of iron or some sixteen inches of the best steel armour at present in existence. The guns will apparently be behind armour thirteen or fourteen inches thick of the best quality that can be made. They will be manoeuvred electrically, and by hydraulic power; while in the event of a breakdown they can be worked by hand.  
The other four heavy guns will be mounted separately two on each broadside, in turrets protected by an even greater thickness. They will be of 9-in. calibre.  
The other guns of the *King Edward* will be ten of 6-in., each firing a 100 lb. shot on an average four or five times a minute. There is, however, talk of replacing the 6-in. weapon in the design by the far more powerful 7-in. gun.  
There will be the usual number of small weapons. As at present planned the *King Edward* is not so powerfully gunned as her American rivals of the same size. The new American battleships are to carry four 12-in. guns, and twelve 7-in. guns, against the *King Edward* four 12-in., four 9-in., and ten 6-in. In battle the American would have a distinct advantage.  
Against any ship as yet designed for a Continental navy she will show a great superiority.  
The protection the new ship will show a great advance. They will be the first modern British battleships to carry a complete belt of armour on the water-line. This is one of the results of the *Bellisle* experiments two years ago. The belt will be 6 in. thick at its thickest, and above it will be a layer of 4 in. plates. Above that again there will be 7 in. armour covering the 6 in. guns. All the plating will be face-hardened by the Krupp process. The engines are to be of 15,000 horse-power, giving a speed of eighteen knots with ease, and the boilers will be Babcock and Wilcox water-tube, running in two of the three main gun turrets. Oil fuel will be carried in addition to 2,000 tons of coal, these being the last remains of the old system, which is now being abandoned.

QUICK TRIP FROM VLADIVOSTOK.  
The remarkably fast time of nineteen days and ten hours from the Siberian port of Vladivostok to San Francisco via Japan, says a San Francisco Journal, was made by George Nisbet, a mining man, and V. Shirkoif, a Russian military officer, who arrived at 10 o'clock Thursday night on the steamer *Nippon Maru*. The time beats all previous records between the two ports by several days, and shows the improvements being made in means of communication in the Far East. Nisbet's home is in Butte county, this State, but for the past two years he has been in Siberia in the employ of an English company known as the Exploration Company of Northeastern Siberia, Limited. His principal object, he says, was to find rich beach sands which were said to exist on the Siberian shore, but the search, at least for sands as rich as those at Nome, was fruitless.  
"Our trip from Vladivostok," said Nisbet, "is declared by travelers and steamship people to be the record. Mr. Shirkoif and I left Vladivostok at noon on January 25th on the Chinese Eastern Company's new steamer *Mon-golia* for Nagasaki, and frequently on the run the *Mon-golia* made seventeen knots an hour. The average was fifteen knots, but we arrived at Nagasaki three-quarters of an hour too late to catch the *Nippon Maru*. By taking a train for Yokohama we barely caught the steamer there, but the lines were being cut off, and it was necessary for me to run and shoot to the captain before we could get aboard. Captain Greene kindly waited a moment for us, and here we are. The actual time from Vladivostok was nineteen days and ten hours."

GIRAULT'S TABLE DELICACIES.  
GIRAULT'S FRENCH BREAD.  
GIRAULT'S WINES, LIQUEURS, BEER, AND SPIRITS.  
GIRAULT'S CONFECTIONERY.



been adopted, though it has been employed for ten years or more in foreign navies.

The cost of the ships will be \$1,300,000 apiece. This is a good deal less than the \$1,421,000 required for the French *Paix* of nearly 3,000 tons smaller size, so that plainly we get good value for our money.

The advance in size of the modern battleship has been very marked in the last twenty years. It is to the Italians that the credit belongs of discerning the increased efficiency which comes with great dimensions. So far back as 1880 they launched the *Italia* of 15,000 tons and two years later the vessel known in our navy by the name of the *Grand Hotel* *Lepanto*, which was close upon 16,000 tons. Our own Navy under Sir W. White adopted battleships of very large size in 1899. The *Royal Sovereigns* of 14,150 tons were the first monster ships to be built for us, and in the *Majestic* class four years later the size was increased to 14,900 tons. Thereabouts it has remained for seven years, as the *Formidable* and *Queen* classes were only 15,000 tons.

France has taken to building ships of close upon 15,000 tons; Germany has gone from 10,000 to 13,000 tons; and the United States have advanced from 10,500 to 15,000, and even in their newest designs to 17,000 tons, though the latter are only in project.

## STEAMSHIP SAILINGS.

The Board of Trade have received, through the Foreign Office, a memorandum by H. M. Commercial Attaché at Berlin, stating that the steamers of the North German Lloyd Company to East Asia and Australia, on the branch line, Singapore—New Guinea—Sydney, are doubled, and the line from Hongkong to Sydney via New Guinea is abolished. As has already been announced, however, whilst the Lloyd service from Hongkong to Sydney ceases, the steamer *Ostana* belonging to the Jaluit Company will, under an agreement with the Imperial Chancellor, take up the Sydney-Hongkong route (instead of her hitherto usual round trip Sydney, Jaluit, Kusale, Ponape, Ruk, Yap, Palau, Ponape, Jaluit, Sydney), and on the outward voyage will visit Jaluit (Marshall group), Kusaie, Ponape and Ruk (Eastern Carolines), Yap (Western Carolines), and on the return voyage Yap, Herberstshöhe (German New Guinea)—Matupi (New Britain, Bismarck Archipelago) also if required—Ruk, Kusaie, Jaluit. The departures from the termini will take place regularly every 18 weeks, in connection with the East Asiatic and Australian mail steamers of the Lloyd line.

## THE HANDY MAN'S SLANG.

There is a great deal of slang used in the Navy. For instance, sardines are called "sharks," a spoon is "gibby," a bluejacket is either "A.B." or a "matelot," or a "draftee." "Fanny Adams" is the stringy mutton served out from tins. According to the editor of the *Bluejacket and Copyright Gazette* there is a certain class of names in the service, all of which have their distinctive soundings. For instance, all Greens are "Shiners," all Clarks "Nobbies," all Martins "Finchers," all Millers "Dusty." The master-at-arms is called the "Jointy," and his satellites, the ship's corporals, "crushers." A bluejacket never sleeps, but "catches the bird" or "carries six foot of plank." A man who is "tippy" is said to be "tin-batted." To be "brass rags" is to be the best of friends, because friends keep their brasswork cleaning rags in a joint rag-bag. Should the friends quarrel the bag owner throws his partner's rags upon the deck; hence "ragging" are friends, and "rag" is a term of endearment. If potatoes are peeled and put under a joint of meat the dish is referred to as "a schooner on the rocks." A man who is a good talker is said to be able to "spin a good yarn," while on the other hand a boastful, pushing man is "always chawing his fat." Most of the officers have nicknames. In the Mediterranean Admiral Sir John Fisher is universally known as Jackie, and Rear-Admiral Lord Charles Beresford is known as "Charlie." The chaplain is always known as "Sky Pilot" or "Holy Joe," the doctor as "Saw Bones," the bandman as "Windhammer," the captain as "Skipper," the gunnery lieutenant as "Gunnery Jack," and so on. If Jack refers to his sweetheart he speaks of his "long-haired chum."

## ACCORDING TO THE PROPHETS.

From the number of prophetic almanacs annually published and the circulation they appear to enjoy, it is obvious, says Mr. B. Fletcher Robinson, in the *London Express*, that our prophets are not without honour in their own country.

The sins, from which the prophets draw their inspiration, are up to no good in the immediate future. To the casual observer there does not seem to be anything the matter with them; but, as a matter of fact, they are bilious and malevolent. I understand that Mars, Venus, and Saturn are in conjunction. I do not pretend to know what this means, but had they been in collision there could not be more fuss made about it.

Owing to the disgraceful condition of the heavens we are to expect a larger share of disasters than usual, including, alms on the Stock Exchange—due, doubtless, to the machinations of the Great Bear—several severe fires, peripatetic earthquakes, and threats of war from all the first-class Powers. The allegorical pictures with which "Old Moore" (for example, heads) his predictions are sufficient to make the bolden quail. There are enough skeletons to stock a first-class anatomical museum. They all mean something, particularly unpleasant.

G. GRAULT, GENERAL GROCERIES, PROVISION AND BAKERY.

although, "Old Moore" is often reticent as to the exact form in which the disaster will catch us. And neither "Zadkiel," "Raphael," nor "Moore's Original Edition," is more helpful or cheering.

## "OLD MOORE'S FORECAST."

During the present month—so that we may expect to see it any day in the morning papers—there will come "tidings of really good omen from South Africa," for so says "Old Moore." I trust the venerable gentleman is correctly informed, but there is always De Wet to consider in February. England will still be busy building more ships for the King's Navy, but when is she not? "Death," it is also predicted, "will be at work among us this month." Now, really, Mr. Moore, is that so very unusual?

In March we hear that "a mysterious traveller will come from the East with tales of the most extraordinary character. He will be for a time well received, but eventually it will be discovered that this so-called explorer is nothing more than a plausible fraud."

This raises a nice legal point. Suppose a traveller does appear, and his stories are absolutely correct—for even thestefars may make slight errors—will an action for libel lie against "Old Moore," who never allows him a chance of signing the necessary contract for their publication in a magazine?

There is going to be a discovery of a new animal in May, but this joyful intelligence is discounted by the death of a venerable nobleman. So are smiles and tears too often mingled in this mutable world.

## THE PLOT THICKENS.

After June things go from bad to worse. A terrible domestic tragedy in Ireland will be followed by a sudden rising in South Africa. An outbreak of rabies in August will be discussed in Parliament. This will mean the recall of its holiday-making members from the grouse moors—a remarkable prophesy. Paris is to be agitated in September, and general lawlessness is to be rampant. There is going to be a legal case of great interest—but in what court? Will the Long Vacation be cut short?

A stormy October will lead us into a boisterous November. Socialism and Anarchy will be rampant, and Spain will be troubled—a safe prediction. In December the stars are a little kinder, and "Old Moore" assures us of happiness all round, as if he were concluding a three-volume novel rather than a prediction of real and "absolutely authentic" facts.

"Zadkiel" not only voices the stars, but forecasts the weather in detail. He is a gloomy fellow at his best. He holds a strong hand in earthquakes. These will alarm Hungary and Greece in January, in July they will annoy us in the north of England, and in September they will turn up smiling in Mexico and India. A few further extracts of interest.

Feb. 14.—Young ladies will receive offers of marriage.

In March "Earl Rosebery gains in favour and honour."

In April a rupture with a foreign Power is almost inevitable.

In August Spain will suffer affliction, and in November she is again disturbed.

In fact, all the almanacs make a dead set on Spain, which is always "safe for a riot at any time of the year."

## RAPHAEL, THE MISOGONIST.

"Raphael's Almanac" prints an everyday guide, which goes into great detail. It is really very hard on the fair sex. For instance, in February, it is—according to this misogynist of a prophet—well to avoid them on February 3, 10, 15, 20, and 28. The reason is not stated, but such a prediction is at least on the safe side.

In other matters, the advice of his "Every Day Guide" is remarkable. It is couched in quaint language, obviously designed to impress. Taking a selection from the present month, we discover some amazing advice, which if followed would tend to upset our methods of doing business in the City. The Stock Exchange "selling before 2 p.m." and doing nothing after, or the entire staff of a firm "avoiding superiors" and keeping quiet, would be a remarkable and instructive spectacle.

## Here is the extract:—

12. Sunday—Court, marry, and visit thy friends.
13. Very uncertain all day.
14. Keep quiet until 2 p.m.; then travel, ask favours, seek work, and push thy business.
15. Travel, sign writings, and push thy business.
16. Be careful this day.
17. Sunday—Ask favours and visit thy friends before 3 p.m.
18. Be careful.
19. Sell before 2 p.m.; do nought else.
20. Avoid superiors and keep quiet.
21. Do not buy or speculate.
22. Ask favours before noon.
23. Keep quiet until the evening; then court and ask favours.
24. Avoid superiors and keep thyself quiet.

"Raphael," like "Zadkiel," has his eye on Spain, for whom he predicts misfortunes in January, March, April, July, August, November, and December. Those who live in that country may expect a lively time, that is evident. Our prophet also foretells a great earthquake year, an epidemic of suicides in March, a vast amount of sickness in April and May, an increase of drunkenness in June—due, no doubt, to the weather, which will be sultry and thundery—trouble in India in August, fierce storms in October, and conspiracies, crimes, and robberies in December.

I do not wish to be hard on these gentlemen whose names are so impressive and dignified. But there are two lines of Milton that can be applied, not inappropriately, to their annual productions. Our prophets have reached a point when—

old experience of gain  
To something like prophetic strain."

G. GRAULT, FOR RED, WHITE, BLUE, GREAT SPECIALTY COFFEE.

**Hotels.**

**THE CONNAUGHT HOUSE,**  
QUEEN'S ROAD.

*The most comfortable family Hotel in Hongkong.*

EXCELLENT CUISINE, LOFTY ROOMS, CENTRALLY SITUATED,  
CIVILITY AND ATTENTION.

J. H. WAINWRIGHT,  
Manager.  
[1339c]

**THE BAY VIEW HOTEL.**  
Very best brands of Wines, Beers and Spirits only kept. Private  
dinners, a specialty.  
Under entirely new management.

J. LACOCK.  
[1075c]

**"BOA VISTA,"**  
(HOTEL SANITARIUM OF SOUTH CHINA),  
MACAO.

THE most select Hotel in the Far-East, beautifully situated, over-looking the sea, and affords comfortable accommodation for travellers. The strictest supervision as to food and cleanliness is exercised by a European Manager.

Telegraphic Address: "BOA VISTA."  
[57d]

**METROPOLE HOTEL.**  
Convenient distance from town, delightful  
situation.  
BOARD AND RESIDENCE.

[1075c]

**Intimations.**

**NEW YORK LIFE INSURANCE CO.**

The Oldest and Largest International Life Insurance Company in the World.

SUPERVISED BY 25 GOVERNMENTS.

Written Business 1901 exceeds \$380,000,000 Gold. Actual Paid for Business 1901 exceeds \$250,000,000 Gold. A note or a Telephone Message from those wishing an "up-to-date" policy will receive immediate attention.

**HECTOR W. SAMPSON,**  
Special Representative, Hongkong Hotel.  
[1374c]

**HIRANO WATER.**

A natural clear, sparkling and effervescent Mineral Water, bottled in its NATURAL CARBONIC ACID GAS at the Hirano Spring of Hiogo Ken, Japan. It mixes excellently with WINE or SPIRITS, and is PERMANENT IN QUALITY.

ANALYSIS PROVES ITS PURITY.  
PATENT CORKING.

**SIEMSEN & CO.,**  
Sole Agents, Hongkong and South China.  
[776c]

**E. C. WILKS & Co.,**  
MARINE ENGINEERS, SHIP CONTRACTORS  
AND SURVEYORS.

Collisions and Damages Surveyed for Insurance Companies, Ships' designs and Specifications Prepare

Office: 8, Queen's Road Central.  
Hongkong, 8th November, 1901. [1214c]

**NOTICE.**

THE SECOND VOLUME OF BOX'S EXCHANGE TABLES with Rates in 1/16ths from 1/10 to 1/160 down to 1/8d, is now in the bookbinders' hands and will be published next week. These Tables, which run in columns of 100, from 1999 down to 1, and from 1912 down to 1 or from \$999 down to 1 cent enable the user to arrive at the value in Dollars of any sum in Sterling under £1,000 by simply adding the equivalent of the Shillings and Pence to that of the Pounds; or to get the value in Sterling of any Sum of Dollars and Cents under \$1,000 by adding the equivalent of the Cents to that of the Dollars. By these simple means of computation a very considerable saving of time and trouble, besides securing a ready means of proving accuracy is secured, as is illustrated in the following examples: To reduce £879.17.11 into Dollars at Exchange 1/10 1/16—

£879. 0. 0 =	\$9,561. 926
17. 11 =	9. 745
	\$9,571. 671

whereas with the other exchange books the process would be as follows:—

£800. 0. 0 =	\$8,702. 550
79. 0. 0 =	761. 473
9. 0. 0 =	97. 904
17. 0. 0 =	9. 247
11. 0. 0 =	0. 497
	\$9,571. 671

or to convert the dollars into sterling at the same rate of exchange:—

\$9,000.000 =	£877. 6. 10. 8
571.000 =	52. 9. 9. 11
	£879. 17. 11.00

but by other books it would be:—

\$9,000.000 =	£877. 6. 10. 8
500.000 =	45. 19. 3. 4
70.000 =	6. 8. 8. 6
1.000 =	1. 10. 1
600 =	1. 1. 3
700 =	1. 1. 3
	£879. 17. 11.00

Every care has been taken in compiling these Tables to insure their accuracy and even as the book was being printed the last impression of each sheet was taken, and carefully rechecked by two separate persons and any little errors in reading which will crop up in such works as these are carefully corrected in each copy before it is issued, thus making it a most accurate and useful book. Subscriptions for this and the previous volume, may be sent to the *Daily Telegraph* Office, Price 2/6 per copy. Hongkong, 10th February, 1902. [172d]

**F. BLACKHEAD & CO.,**  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
CHARTERS, NAVAL CONTRACTORS  
AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG,  
SOAP MANUFACTURERS.

**NOTICE.**

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

**JEVES FLUID**

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,  
Buck Buildings,  
Hongkong, 14th March, 1902. [31]

**ST. JOSEPH'S COLLEGE,**  
HONGKONG.

OWING to the insufficiency of accommodation in the present building and the increasing demand for admission, it has been found necessary to extend the wings of the main building and to enlarge the Chinese department by an additional storey with two wings. The estimated cost will amount to over \$15,000. To cover these expenses we appeal to the liberality of all friends of Education. The establishment has been in existence for the last 25 years and is open to all classes. Much of the clerical work of the city is carried on by its pupils. As this is the first time we have applied for assistance we expect a generous response. The names of our most liberal benefactors will be inscribed upon marble tablets, as a lasting testimony of their generosity.

**THE CHRISTIAN BROTHERS.**  
Hongkong, 22nd November, 1901.

**NOTICE.**

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

FOR FURTHER INFORMATION AS TO PASSAGE OR FREIGHT, APPLY TO  
**DODWELL & CO., LIMITED,**  
General Agents.  
Hongkong, 15th March, 1902. [3]

**Hotels.**

**NIPPON YUSEN KAISHA.**  
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
IZUMI MARU	BOMBAY, VIA SINGAPORE, and COLUMBO	TO-MORROW, 21st Mar., at Noon.
C. H. Butler	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 22nd Mar., at Daylight.
SANUKI MARU	Kobe and YOKOHAMA	MONDAY, 24th Mar., at Noon.
HIROSHIMA MARU	VICTORIA, B.C. and SEATTLE, U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 24th Mar., at 4 P.M.
IYO MARU	Kobe and YOKOHAMA	FRIDAY, 28th Mar., at Daylight.
INABA MARU	BOMBAY, VIA SINGAPORE and COLUMBO	FRIDAY, 28th Mar., at Noon.
KAGOSHIMA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 28th Mar., at Noon.
K. Kori	SYDNEY and MELBOURNE, VIA THURSDAY ISLAND, TOWNSVILLE and HAMBURG	THURSDAY, 3rd April, at 4 P.M.
YAWATA MARU	VICTORIA, B.C. and SEATTLE, U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 7th April, at 4 P.M.
KUMANO MARU	U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 7th April, at 4 P.M.
KINSHU MARU	U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 7th April, at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MITHARA, Manager. [5]

**COMPAGNIE DES MESSAGERIES MARITIMES.**  
PAQUEBOTS-POSTES FRANCAIS.

**NOTICE.**

STEAMFOR  
SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 25th March, 1902, in the afternoon, the Company's Steamship "OCEANIC," Captain Schmitz, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY.

This Steamer connects at COLOMBO with the s.s. *Amann*, which vessel takes on the 5th April, Direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 23rd instant. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars apply at the Company's Office.

G. DE CHAMPEAUX, Agent.  
Hongkong, 19th March, 1902. [1044c]

**NORTHERN PACIFIC STEAMSHIP COMPANY.**

PROPOSED SAILINGS FROM HONGKONG.

VIA  
SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
Braemar	3,601	W. Watt	Mar. 25
Olympia	2,837	J. Truebridge	April 5
Duke of York	3,750	G. E. Warner	April 26
Duke of York	3,821	J. S. Cox	May 10

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £35.  
Excellent accommodation. First-class Table, DOCTOR and STEWARDESSE carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.  
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.  
The best route to the KLODYER GOLD FIELDS. Frequent sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to  
**DODWELL & CO., LIMITED,**  
General Agents.  
Hongkong, 15th March, 1902. [3]

**DROZ & Co.,**  
WATCH MANUFACTURERS,  
STEAM FACTORY ESTABLISHED 1864.  
ST. IMIER, SWITZERLAND.

SPECIALITIES:  
LEVER WATCH & CHRONOMETERS.  
TRADE MARKS:  
MAXIM, BERNARD, &c.

REPAIRS OF WATCHES AND CLOCKS by competent European experts at Moderate Rate.

No. 10, QUEEN'S ROAD CENTRAL.  
Hongkong, 14th May, 1901. [150c]

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

FOR FURTHER INFORMATION AS TO PASSAGE OR FREIGHT, APPLY TO  
**DODWELL & CO., LIMITED,**  
General Agents.  
Hongkong, 15th March, 1902. [3]

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

FOR FURTHER INFORMATION AS TO PASSAGE OR FREIGHT, APPLY TO  
**DODWELL & CO., LIMITED,**  
General Agents.  
Hongkong, 15th March, 1902. [3]

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.



## Shipping—Steamers.

## CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
TIENTSIN	"CHANGHONG"	21st March
NINGPO and SHANGHAI	"KIUKANG"	22nd March
SHANGHAI	"SHANSHI"	24th March
SHANGHAI	"WUJONG"	25th March
SHANGHAI	"WUJONG"	27th March
TIENTSIN	"NANSHANG"	27th March
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	29th March
Kobe	"CHINGTU"	24th April
	"CHINGTU"	3rd April

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to:

**BUTTERFIELD & SWIRE, AGENTS.**

## OCEAN STEAMSHIP COMPANY.

## OUTWARDS.

FROM	STEAMERS.	Due.
GLASGOW and LIVERPOOL	"DIOMED"	20th March, 1902.
"	"MACHAON"	3rd April, "
"	"ACHILLES"	17th "

## HOMEWARDS.

FOR LONDON.

"ANTENOR"	1st April, 1902.
"DARDANUS"	15th "
"DIOMED"	29th "
"MACHAON"	13th May, "

FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).

"CALCHAS"	9th April, 1902.
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For Freight, apply to

**BUTTERFIELD & SWIRE, Agents, O. S. S. Co.**

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

Agents for and in connection with  
**THE OREGON RAILROAD AND NAVIGATION COMPANY,**  
Operating the New First-class Steamships  
"INDRAVELLI," "INDRAPURA,"  
and  
"KNIGHT COMPANION,"  
between

## HONGKONG AND PORTLAND (OR.)

Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship "INDRAVELLI" will be despatched for PORTLAND (OR.) on or about the 20th April.  
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.

For Freight, apply to

**THE PORTLAND AND ASIATIC STEAMSHIP CO.**

## OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIGI MARU"	K. Kihano	SUNDAY, 23rd March.
FOR FOCHOW	"ANPING MARU"	K. Sudaoki	WEDNESDAY, 26th March.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 30th March.
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 2nd April.

\* Via SWATOW and MOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers and a duly qualified doctor is carried.  
All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.  
Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

For Freight, Passage and further information, apply to

**THE MITSUI BUSSAN KAISHA, Agents.**

Hongkong, 19th March, 1902.

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"YARRA,"

Captain Neigre, will be despatched for the above Ports, on or about SUNDAY, 23rd instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX, Agent.

Hongkong, 17th March, 1902. [1004c]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG,"

Captain Tadd, will be despatched as above on TUESDAY, the 25th instant, at 2 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 18th March, 1902. [334d]

## TOYO KISEN KAISHA, (ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA.

THE Company's well-known Steamship

"ROSETTA MARU,"

3,976 Tons.

Captain Tate, will be despatched hence for MANILA, on or about TUESDAY, the 25th instant, at Noon.

Magnificent accommodation. Comfortable cabins. Excellent table. Unrivalled speed.

Electric light.

For Freight or Passage, apply to

**THE MITSUI BUSSAN KAISHA, Agents.**

Princes' Buildings, 100 House Street.

Hongkong, 19th March, 1902. [171d]

## IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"STUTTGART"

of the NORDDEUTSCHER LLOYD.

Captain P. Grosch, due here with the outward German Mail about the 22nd instant, will leave for the above Places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, 18th March, 1902. [6]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"SILESIA"

Captain Craghette, will leave for the above places, on THURSDAY, the 27th instant.

For Freight or Passage, apply to

SANDER, WIELER & Co., Agents.

Hongkong, 18th March, 1902. [335d]

## REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"HUDSON" On 20th March.

"MORVEN" On 19th April.

"MOGUL" " " " "

"MACDUFF" " " " "

"SATSUMA" " " " "

For Freight and further information, apply to

**DODWELL & Co., LIMITED, Agents.**

Hongkong, 19th March, 1902. [339d]

## Masonic.



EOTHEN MARK LODGE, No. 264.

A REGULAR MEETING of the above LODGE will be held at the FREEMASON'S HALL, Zetland Street, on MONDAY, the 24th instant, at 5 for 5.30 P.M. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 17th March, 1902. [327d]

## Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"MALTA,"

FROM LONDON, PORT SAID, SUEZ, BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. *Britannia*.

From Persian Gulf, ex S.S. *Andania* and B. & P. S. N. Co.'s Steamers.

From Calcutta, ex S.S. *Palawan*.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT, Superintendent.

Hongkong, 15th March, 1902. [4]

## "BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "MARISTOW,"

FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 24th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th instant, at 4 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LIMITED, Agents.

Hongkong, 17th March, 1902. [324d]

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship "DORIC,"

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 24th instant, will be subject to rent.

No Fire Insurance has been effected.

J. S. VAN BUREN, Agent.

Hongkong, 17th March, 1902. [11]

## NOTICE TO CONSIGNEES.

FROM ANTWERP AND LONDON.

THE Steamship

"FLINTSHIRE,"

Captain Liddle, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 24th instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co., Agents.

"SHIRE LINE."

Hongkong, 18th March, 1902. [334d]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"INDIA,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This steamer brought Cargo ex S.S. *Imperator* and *Imperator*.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 25th instant, or they will not be recognised.

No Fire Insurance has been effected, and all Goods remaining in the Godowns after the 25th instant, will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & Co., Agents.

Hongkong, 19th March, 1902. [114d]

## Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"NANKIN"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From Persian Gulf, ex S.S. *Assyria*.

Goods not cleared by the 23rd instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT, Superintendent.

Hongkong, 17th March, 1902. [4]

## Intimations.

## LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

BASTMAN'S

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD, 4th Floor, 1st Wing, 1st Building.

## EDUCATION:

WEL-HAI-WEI SCHOOL.

AN ENGLISH SECONDARY SCHOOL

where a thorough all-round education is provided on modern lines.

Pupils prepared for the Public Schools, the Royal Navy, and for commercial life.

Bracing climate. Healthy situation, facing South.

Half term, March 15th.

Summer term begins May 5th.

PRINCIPALS—

HERBERT L. BEER, London University, L.C.P.

Sometimes Assistant Master of Truro College, Cornwall.

CHAS. E. BEER, London University, L.C.P.

Lat. of Queen Elizabeth's Grammar School, Blackburn, Lancs.

20th February, 1902.

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Hongkong, 28th January, 1902. [121d]

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## Post Office.

## A Mail will close—

For Canton—Per *Honam*, to-morrow, the 21st instant, at 7.30 A.M.  
 For Swatow and Hongkong—Per *Tai-chow*, to-morrow, the 21st instant, at 9 A.M.  
 For Macao—Per *Huangshan*, to-morrow, the 21st instant, at 1.15 P.M.  
 For Kunchuk and Samshui—Per *Tung-kong*, to-morrow, the 21st instant, at 3 P.M.  
 For Tientsin—Per *Chungchow*, to-morrow, the 21st instant, at 4 P.M.  
 For Canton—Per *Patshan*, to-morrow, the 21st instant, at 5 P.M.  
 For Hoihow and Pakhoi—Per *Hoihow*, on Saturday, the 22nd instant, at 9 A.M.  
 For Ningpo and Shanghai—Per *Kiuking*, on Saturday, the 22nd instant, at 4 P.M.  
 For Shanghai, Moji, Kobe, Yokohama, Victoria, (B.C.) and Seattle, (U.S.A.)—Per *Jyo Maru*, on Monday, the 24th inst., at 3 P.M.  
 For Shanghai—Per *Yuenyuen*, on Monday, the 24th inst., at 3 P.M.  
 For Ningpo and Shanghai—Per *Shanti*, on Monday, the 24th inst., at 4 P.M.  
 For Manila—Per *Rosita Maru*, on Tuesday, the 25th inst., at 10 A.M.  
 For Europe, India, via Tuticorin—Per *Oceanic*, on Tuesday, the 25th inst., at 10.45 A.M.  
 For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Dorie*, on Tuesday, the 25th inst., at 10.45 A.M.  
 For Singapore, Penang and Calcutta—Per *Suitang*, on Tuesday, the 25th inst., at 1 P.M.  
 For Shanghai—Per *Woojung*, on Tuesday, the 25th inst., at 1 P.M.  
 For Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per *Yuenyuen*, on Wednesday, the 26th inst., at 11 A.M.  
 For Shanghai—Per *Yuenyuen*, on Thursday, the 27th inst., at 4 P.M.  
 For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per *Taiyuan*, on Saturday, the 29th inst., at 10 A.M.  
 For Europe, India, via Tuticorin—Per *Oceanic*, on Saturday, the 29th inst., at 11 A.M.  
 For Singapore—Per *Canton*, on Thursday, the 3rd April, at 11 A.M.  
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Taiyuan*, on Wednesday, the 16th April, at 11 A.M.

## OPIUM QUOTATIONS.

Hongkong, 20th March.  
 To-day's quotations are as follows:—  
 BENGAL—New Patna.....@ \$97 1/2  
 Old Patna.....@ 92 1/2  
 New Benares.....@ 91 1/2  
 Old Benares.....@ 90 1/2  
 MALWA—New.....@ \$91 1/2  
 Last year's.....@ 94 1/2  
 2 1/2 years' old.....@ 92 1/2  
 3 1/4 years' old.....@ 93 1/2  
 Putterford.....@ 94 1/2  
 PERSIAN—Superior drug was sold @ 600

## RIVER STEAMERS, SCHOONERS, AND LORCHAS.

*Fatshan*, British steamer, 1,425, Lpsius, Hongkong, Canton, and Macao Steamboat Co.  
*Honam*, British steamer, 1,377, H. D. Jones, Hongkong, Canton, and Macao Steamboat Co.  
*Poway*, British steamer, 1,873, A. N. Patric, Hongkong, Canton, and Macao Steamboat Co.  
*Hankow*, British steamer, 2,252, C. V. Lloyd, Butterfield & Swire.  
*Hoi-long*, Chinese steamer, 409 tons, Captain Chi Wo & Co.  
*Tai-on*, British steamer, 728, J. Lawrence, Tai On Steamship Co.  
*Pak Kong*, British steamer, Kwong Wan S.S. Co.  
*Kong Nam*, British steamer, T. Austin, R.N.R., Chinese Owned.

## Hongkong and Macao.

*Heungshan*, British steamer, 1,055, W. E. Clarke, Hongkong, Canton and Macao Steamboat Co.

## Macao and Canton.

*Lungshan*, British steamer, 1,41, G. F. Morrison, R.N.R., Hongkong, Canton and Macao Steamboat Co.  
*Kiangtung*, Chinese steamer, 53, R. J. Mackenzie, China Merchant Steam Navigation Co.

## Canton and West River.

*Nanning*, British steamer, R. D. Thomas, Hongkong, Canton and Macao Steamboat Co.  
*Sainan*, British steamer, W. Dixon, Hongkong, Canton and West River Steamboat Co.

## VESSELS IN PORT.

**Steamers.**  
*AILSA CRAIG*, British steamer, 2,666, E. Robertson, 19th Mar., Moji 13th Mar., Coal—Mitsui Bussan Kaisha.  
*APENRADE*, German steamer, 611, H. Lorenzen, 18th Mar., Saigon 13th Mar., Rice—Jensen & Co.  
*ARAB*, British steamer, 2,678, Wills, 8th Mar., San Francisco 22nd Jan., Flour—Doddwell & Co.  
*BARKBERG*, German steamer, 1,376, A. Beckmann, 17th Mar., Saigon 13th Mar., Rice and Flour—Order.  
*BREMAR*, British steamer, 2,316, Wm. Watt, 17th Mar., Moji 12th Mar., Coal—Doddwell & Co., Ltd.  
*BRAND*, Norwegian steamer, 1,519, John Thorsen, 15th Feb., Singapore 29th Jan., Timber—Doddwell & Co., Ltd.  
*CHANGCHOW*, British steamer, 1,203, J. Pearce, 19th Mar., Swatow 18th Mar., Ballast—Butterfield & Swire.  
*CHOWTAT*, German steamer, 1,050, A. Miller, 15th Mar., Bangkok 8th Mar., Rice and Timber—E. A. Trading Co.  
*DORIC*, British steamer, 2,691, Harry Smith, R.N.R., 16th Mar., San Francisco 15th Feb., Honolulu 23rd, Yokohama 8th Mar., Kobe 9th, Nagasaki 17th, and Shanghai (Woojung) 14th, Mails and General—O. & S. S. Co.  
*DORIS*, Norwegian steamer, 965, K. Jacobsen, 14th Mar., Saigon 9th Mar., Rice—Nam Wo.  
*ELG*, Norwegian steamer, 708, A. E. Marcusen, 17th Mar., Sourabaya 1st March, Sugar—Order.  
*ELITA NOSSACK*, German steamer, 1,161, H. Bruhn, 19th Mar., Bangkok 7th March, Rice—E. A. Trading Co.  
*EMMA LUYKEN*, German steamer, 1,049, L. Schull, 16th Mar., Hilo 12th Mar., Sugar and Wood—E. A. Trading Co.  
*EMPEROR OF CHINA*, British steamer, 3,003, R. Archibald, R.N.R., 18th Mar., Vancouver, (B.C.) 24th Feb., and Shanghai 15th Mar., Mails and General—C. P. R. Co.  
*FLINTSHIRE*, British steamer, 2,206, Little, 18th Mar., London via Singapore 14th Mar., General—Shewan, Tomes & Co.

**FUKUI MARU**, Japanese steamer, 1,821, K. Ito, 19th Mar., Moji 12th Mar., Coal—Doddwell & Co., Ltd.  
**HAIMUN**, British steamer, 637, W. Passmore, 18th Mar., Swatow 17th Mar., General—Douglas, Lapraik & Co.  
**IBZUMI MARU**, Japanese steamer, 2,301, C. H. Butler, 19th Mar., Moji 14th Mar., General—Nippon Yusen Kaisha.  
**INDIA**, Austrian steamer, 1,797, E. Klun, 19th Mar., Bombay 26th Feb., General—Sander, Wieler & Co.  
**IYO MARU**, Japanese steamer, 3,918, S. J. G. Parsons, 15th Mar., Shanghai 12th Mar., General—Nippon Yusen Kaisha.  
**JACOB DIEDERICHSEN**, German steamer, 623, G. Schlaikier, 8th Mar., Celeber 28th Feb., Wood—Jensen & Co.  
**KATV**, Austrian steamer, 1,360, A. Vidossich, 26th Feb., Moji 20th Feb., Coal—Sander, Wieler & Co.  
**KEONGWAI**, German steamer, 1,115, F. Sless, 19th Mar., Swatow 18th Mar., General—Melchers & Co.  
**LOYAL**, German steamer, 1,217, F. Weidlich, 12th Mar., Sourabaya 1st March, Sugar and General—Sander, Wieler & Co.  
**MADELINE RICKMERS**, German steamer, 1,600, C. Henricksen, 8th Mar., Saigon 5th Mar., Rice and General—Arnhold, Karberg & Co.  
**MAUSANG**, British steamer, 1,614, W. D. Welsh, 19th Mar., Borneo 14th March, Timber and General—Jardine, Matheson, & Co.  
**MEXICAN PRINCE**, British steamer, 1,952, W. Penrice, 14th Mar., Singapore 4th Mar., Petroleum—Meyer & Co.  
**NANCHANG**, British steamer, 1,050, Edward Phillips, 19th Mar., Tientsin 13th Mar., General—Butterfield & Swire.  
**ORO**, British steamer, 1,299, W. Smith, 5th Feb., Singapore 26th Jan., General—Doddwell & Co., Ltd.  
**PAK LING**, British steamer, 2,875, Conradi, 16th Mar., Shanghai 13th Mar., General—Doddwell & Co., Ltd.  
**PARSHIAN**, British steamer, 1,235, J. Jenkins, 14th Mar., Koh-si-chang 7th Mar., Rice and Teakwood—Bradley & Co.  
**PROGRESS**, German steamer, 687, H. Meyer, 15th Mar., Tourane 13th Mar., Ballast—Siemssen & Co.  
**SANDAKAN**, German steamer, 1,374, A. Brandstetter, 16th Mar., Sandakan 11th Mar., Timber—Melchers & Co.  
**SIMONGAN**, Dutch steamer, 1,102, E. Farrell, 17th Mar., Samarang 6th Mar., Sugar—Yuen Fat Hong.  
**SUISANG**, British steamer, 1,776, E. J. Tadd, 16th Mar., Singapore 8th Mar., General—Jardine, Matheson & Co.  
**TACHIOU**, German steamer, 865, H. Isaacmann, 16th Mar., Bangkok 9th Mar., Rice and Wood—Butterfield & Swire.  
**TARTAROS**, German steamer, 1,578, W. Diuse, 18th Mar., Samarang 8th Mar., Sugar—Siemssen & Co.  
**THEA**, German steamer, 856, Olerich, 13th Mar., Haiphong 5th Mar., and Hoihow 11th General—Jensen & Co.  
**TRITOS**, German steamer, 1,030, H. Clausen, 11th Feb., Saigon 6th Feb., Rice, and Rice-meal—Kong Fat.  
**WONGKOT**, German steamer, 1,115, O. Koch, 18th Mar., Bangkok 12th Mar., General—Butterfield & Swire.  
**YEDO MARU**, Japanese steamer, 1,724, T. Samura, 17th Mar., Cheloo 6th March, Coal—Lun On & Co.

## Sailing Vessels.

*DECCAR*, British ship, 1,835, A. C. Barrett, 7th Mar., Mauritius 15th November, Coal—Master.  
*EVIE G. RAY*, American bark, 919, Kasten, 13th March, Rajang 18th Dec., Timber—Sander, Wieler & Co.  
*MERZOK JOHANN ALBRECHT*, German schooner, 701, Andersen, 10th October, Manila 6th Oct., General—Master.  
*LEICESTER CASTLE*, British ship, 2,009, R. D. Peattie, 4th Mar., New York 31st Sept., Case Oil—Standard Oil Co.  
*LOTHAIR*, Italian bark, 678, Horzid, 24th Jan., Callao 10th Nov., Sugar—Carlowitz & Co.  
*MATON MARU*, Japanese schooner, 121, Doch, 27th Jan., Manila 20th Jan., Ballast—Master.  
*VALE OF DOON*, British bark, 669, J. Petersen, 16th Dec., Rejang 18th Nov., Timber—Sander, Wieler & Co.

## HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, 20th March, 1902.  
*Alacrity*, despatch vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. S. E. Esklake, Hongkong.  
*Albion*, 1st-class battleship, 12,900 tons, 13,500 i.h.p., 16 guns, Capt. W. W. Hewitt, Hongkong.  
*Algieret*, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. W. Carey, Newchwang.  
*Arethusa*, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Starin, Shanghai.  
*Argonaut*, 1st-class cruiser, 11,000 tons, 16,500 i.h.p., 16 guns, Capt. G. H. Cherry, R.N., Wei-hai-wei.  
*Astrax*, 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. C. J. Baker, Hongkong.  
*Aurora*, 1st-class cruiser, 5,600 tons, 8,000 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., en route Home.  
*Blenheim*, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 i.h.p., Capt. F. H. Henderson, C.M.G., Amoy.  
*Bramble*, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Hongkong.  
*Drisk*, 3rd-class cruiser, 1,700 tons, 6 guns, 5,600 i.h.p., Commander E. H. Martin, Singapore.  
*Britomart*, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. Comdr. E. A. Baird, Canton.  
*Crispy*, 1st-class cruiser, 12,000 tons, Capt. Tudor, cruising.  
*Daphne*, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Capt. Wm. C. Pakenham, Singapore.  
*Editha*, 1st-class cruiser, 5,600 tons, 11 guns, 8,200 i.h.p., Capt. R. H. S. Stokes, Hongkong.  
*Endymion*, 1st-class cruiser, 7,350 tons, 12,000 i.h.p., 12 guns, Capt. A. W. Paget, C.M.G., Amoy.  
*Est*, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut. Comdr. W. Forbes, Chinkiang.  
*Fame*, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., Lieut. and Comdr. C. Mackenzie, D.S.O.  
*Firebrand*, 3rd-class gunboat, 455 tons, 4 guns, 360 i.h.p., Lt. and Comdr. Beaty Pownall, Hongkong.  
*Glory*, 1st-class flag ship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. A. W. Carter, Hongkong.  
*Goliath*, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Hongkong.  
*Harb*, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.  
*Handy*, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Comdr. G. C. Hardy.  
*Humber*, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.  
*Janus*, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 i.h.p., in reserve.

*Ocean*, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Capt. R. W. White, R.N., Hongkong.  
*Orlando*, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Hongkong.  
*Oiler*, torpedo-boat destroyer, 350 tons, 6 guns, 6,300 i.h.p., Lieut. and Com. C. P. Mansel, Hongkong.  
*Phaetor*, sloop, 1,060 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Hankow.  
*Pigmy*, 1st class gunboat, 750 tons, 6 guns, 1,200 i.h.p., Lt. and Comdr. A. H. Oldham, Singapore.  
*Pique*, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Hongkong.  
*Plaver*, 1st class gunboat, 435 tons, 6 guns, 1,300 i.h.p., Lieut. Comdr. Watts Jones, Singapore.  
*Ramsey*, surveying-ship, 853 tons, 650 i.h.p., Comdr. H. B. Smith, Hongkong.  
*Redpole*, 1st-class gunboat, 865 tons, 6 guns, 1,200 i.h.p., Lieut. Com. C. F. Corbett, Singapore.  
*Robin*, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut. Comdr. G. G. Webster, West River.  
*Rosario*, sloop, 980 tons, 6 guns, 1,400 i.h.p., Comdr. A. W. Hamilton, Hongkong.  
*Sandpiper*, British river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lt. Comdr. M. Lockhart, West River.  
*Snipe*, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut. and Commander Dalgley, Yangtze.  
*Swift*, 2nd-class gunboat, 755 tons, 6 guns, 8,000 i.h.p., in reserve Hongkong.  
*Taku*, torpedo-boat destroyer, 250 tons, in reserve Hongkong.  
*Talbot*, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. F. G. Stopford, en route Japan.  
*Tamar*, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.  
*Terrible*, 1st-class battleship, 12,400 tons, 13,500 i.h.p., Capt. Percy Scott, C.B., Hongkong.  
*Tulach*, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.  
*Waterwitch*, surveying ship, 620 tons, 450 i.h.p., Lt. Comdr. W. O. Lyne, Hongkong.  
*Whiting*, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 i.h.p., in reserve.  
*Wivern*, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., in reserve Hongkong.  
*Woodcock*, river-gunboat, 150 tons, 3 guns, 550 i.h.p., Lieut. Comdr. Watson, Kiukiang.  
*Woodlark*, river-gunboat, 150 tons, 3 guns, 550 i.h.p., Lieut. Comdr. H. E. Hillman, Yangtze.  
 Torpedo-boats in Reserve Nos. 8, 35, 36, 37 and 38, first-class; and 3 second-class boats.

## Miscellaneous.

*Aspern*, Austrian gunboat, 970 tons, Captain Heinrich, Singapore.  
*Holland*, Dutch cruiser, 8 guns, 3,000 tons, 9,250 i.h.p., Capt. S. N. Sybrandt, Swatow.  
*Koningin Wilhelmina der Nederlanden*, Dutch cruiser, 8 guns, 4,600 tons, 5,500 i.h.p., Capt. J. P. Rossum, Swatow.  
*Leopard*, Austrian cruiser, 1,600 tons, Captain Muller, Saigon.  
*Liberal*, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.  
*Maria Theresa*, Austrian cruiser, 10 guns, 5,900 tons, 9,755 i.h.p., Capt. V. Bless Ritter v. Sambuch, Shanghai.  
*Piet Hein*, Dutch cruiser, 5 guns, 3,600 tons, 4,471 i.h.p., Capt. Jansen, Taku.  
*Zaire*, Portuguese gunboat, 530 tons, Captain Mello, Macao.

## FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

**The Russian Squadron.**  
*Admiral Korniloff*, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.  
*Admiral Nakhimoff*, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 i.h.p., Capt. Verolovsky, at Tientsin.  
*Alcazar*, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elisksky, at Nagasaki.  
*Ananur*, Russian cruiser, 2,600 tons, Captain Barstch, at Japan.  
*Bobro*, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovol'sky, at Taku.  
*Dimitri Donskoy*, Russian armoured cruiser, 26 guns, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, Singapore.  
*Gaidamak*, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff, at Taku.  
*Gremiatichy*, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Shanghai.  
*Koryeysk*, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.  
*Mandjour*, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovlev, at Nagasaki.  
*Navarin*, Russian battleship, 10,000 tons, 10 guns, 12,000 h.p., Capt. Yenish, at Nagasaki.  
*Naradsk*, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.  
*Otvarny*, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coppanoff, at Shanghai.  
*Petrovsk*, Russian battleship, 12,000 tons, Capt. Grevais, at Nagasaki.  
*Polistva*, Russian battleship, 10,600 tons, 11,255 i.h.p., 16 guns, Capt. Orgeroff, at Nagasaki.  
*Rostia*, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domogiroff, at Nagasaki.  
*Rurik*, Russian flag ship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.  
*Sevastopol*, Russian battleship, 10,900 tons, 13,500 i.h.p., 16 guns, Capt. Melchuksky, at Nagasaki.  
*Silach*, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.  
*Sissoi Veliky*, Russian battleship, 8,800 tons, 14 guns, 8,500 i.h.p., Capt. Tarassoff, at Manila.  
*Sivouch*, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Suboutin, at Nagasaki.  
*Sueaborg*, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19 1/2 knots.  
*Varyag*, Russian cruiser, 6,500 tons, 12 guns, Capt. Behr, at Nagasaki.  
*Vladimir Monomach*, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Singapore.  
*Vostock*, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.  
*Vladimir*, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulish, at Taku.  
*Zablaka*, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

## (1st and 2nd class.)

*Delphin*, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.  
*Forel*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
*Jantchich*, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.  
*Kasaka*, Russian torpedo boat, 350 tons, Capt. Mouravieff, at Shanghai.  
*Kli*, Russian torpedo boat, 350 tons, Captain Kivarsky, at Shanghai.  
*Nargen*, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.  
*Novorossia*, Russian torpedo boat, 87 tons, 4 guns, 2,500 h.p., 22 knots.

*Podorotnik*, Russian torpedo boat, 23 tons, 1 gun, 250 h.p., 16 knots.  
*Stir*, Russian torpedo boat, 23 tons, 1 gun, 250 h.p., 16 knots.  
*Skat*, Russian torpedo boat, 350 tons, Captain Smirnov, at Shanghai.  
*Shkorin*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
*Sootskina*, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.  
*Som*, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.  
*Sterlaud*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
*Strass*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
*Sungari*, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

## RUSSIAN TORPEDO FLOTILLA.

## (SEA GOING.)

*Borko*, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp. tubes 1,100 h.p., speed 12 knots.  
*Revel*, 1st class, Russian torpedo boat, 96 tons, 2 torp tubes 780 h.p., speed 22 knots.  
*Ussuri*, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.  
 \* Flagship of Vice-Admiral Alexieff.  
 \* Flagship of Rear-Admiral F. V. Dubossioff.  
 \* Flagship of Rear-Admiral Renouff.

## THE GERMAN SQUADRON.

*Bussard*, German cruiser, 1,574 tons, 8 guns, Comdr. von Basewitz, at Practice.  
 \* *Fuerst Bismarck*, German flag ship, 6,025 tons, 36 guns, Capt. Friederick, en route Wootung.  
*Gefion*, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Rullmann, at Amoy.  
*Geier*, German cruiser, 1,600 tons, 8 guns, Capt. Baer, at Shanghai.  
 \* \* \* *Hansa*, German cruiser, 6,800 tons, 32 guns, Capt. Paschen, at Wootung.  
*Hela*, German despatch vessel, 2,000 tons, 10 guns, Capt. Kampold, at Wootung.  
*Hertha*, German cruiser, 6,100 tons, 30 guns, Capt. Derzewsky, en route Japan.  
*Ilia*, German gunboat, 900 tons, 10 guns, Lieut. Comdr. Stahmer, at Shanghai.  
*Irene*, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.  
*Jaguar*, German gunboat, 1,000 tons, 10 guns, Capt. Jergert, at Foochow.  
*Kaiserin Augusta*, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Stein, at Hongkong.  
 \* \* *Kurfurst Friedrich Wilhelm*, German battleship, 10,100 tons, 40 guns, Capt. von Holleendorff, at Wootung.  
*Luchs*, German gunboat, 850 tons, 10 guns, Capt. Uehnhart, at Shanghai.  
*Schwabe*, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.  
*Seeadler*, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.  
*Tiger*, German gunboat, 956 tons, 10 guns, Comdr. von Mittelstidt, at Kiauchow.  
*Weissenburg*, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.  
*Warth*, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.  
*K. F. Wilhelm*, German battleship, at Nagasaki.  
*No. 99*, German torpedo-boat, 320 tons, Capt. Hoepfner, at Shanghai.  
*No. 99*, German torpedo-boat, 360 tons, Capt. Hellen, at Shanghai.  
*No. 99*, German torpedo-boat, 320 tons, Capt. Fluinrich, at Shanghai.  
 \* Flagship of His Excellency Vice-Admiral Bendemann.  
 \* \* Flagship of Rear-Admiral Geisler.  
 \* \* Flagship, Rear-Admiral Kirchhoff.

## THE FRENCH SQUADRON.

*Akonite*, gunboat, 200 tons, Lieut. Comdr. Bell, at Nagasaki.  
*Amiral Charner*, 2nd class cruiser, 4,800 tons, Capt. Balthie, Saigon.  
*Bangali*, 2nd class despatch-boat, Lt. Comdr. De La Croix de Castries, at Nagasaki.  
*Bugard*, 2nd-class cruiser, 4,009 tons, 19 guns, 9,000 i.h.p., Capt. Delfevre, at Shanghai.  
*Chassepou Laubat*, 2nd-class cruiser, 3,725 tons, 9,000 i.h.p., 18 guns, Capt. Espinay St. Luc, at Saigon.  
*Comete*, gunboat, 600 tons, Capt. Louel, at Canton.  
*Decade*, gunboat, 699 tons, Capt. Leemee, at Hongkong.  
 \* *D'Entrecasteaux*, 1st class cruiser, 9,000 tons, 26 guns, 13,500 i.h.p., Capt. D. O. Fournet, Tonkin.  
*Desaix*, 2nd class protected cruiser, 4,000 tons, 36 guns 631 i.h.p., Capt. L. de Saurat, at Saigon.  
*Eure*, Dispatch-transport, Captain Vallée, at Saigon.  
*Friant*, 3rd class cruiser, 3,800 tons, Capt. Adam, at Amoy.  
*Jean Bart*, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Taku.  
*Kervaire*, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Saigon.  
*Lion*, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Becne, at Saigon.  
*Paix*, 2nd-class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, at Shanghai.  
*Styx*, 3rd-class cruiser, 1,800 tons, Capt. Vincent, at Hongkong.  
*Surprise*, gunboat, 700 tons, 10 guns, 860 i.h.p., Capt. Momet, at Shanghai.  
*Ville d'Alger*, monitor, 944 tons, Captain Bommesaur, at Hongkong.  
*Viper*, gunboat, 400 tons, Captain G. del Villeneuve, at Foochow.  
 \* Flagship of Vice-Admiral Courjolles.

## THE AMERICAN SQUADRON.

*Albany*, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.  
*Bennington*, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Hongkong.  
*Brooklyn*, Flagship, U.S. cruiser, 9,215 tons, Capt. C. C. Todd, at Manila.  
*Callao*, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Com. G. B. Bradshaw, at Manila.  
*Castine*, U.S. gunboat, 1,350 tons, 8 guns, 2,199 h.p., Comdr. S. W. Verry, at Shanghai.  
*Celtic*, U.S. supply-ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Force, at Manila.  
*Concord*, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila.  
*Culgoa*, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.  
*Don Juan de Austria*, U.S. gunboat, 1,200 tons, Capt. Bowman, at Hongkong.  
*Glacier*, U.S. supply-ship, Lieut. Comdr. A. Mertz, at Manila.  
*Helena*, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.  
*Iris*, U.S. distilling-ship, 1,750 tons, 1,300 h.p., Capt. J. J. Meany, at Manila.  
*Isla de Cuba*, U.S. gunboat, 1,100 tons, Lieut. W. J. Maxwell, U.S.N., at Hongkong.  
*Isla de Luzon*, U.S. gunboat, 1,330, Comdr. J. V. B. Blecker, at Manila.  
*Kentucky*, U.S. battleship, 11,500 tons, Capt. C. H. Stockton, at Amoy.  
*Manila*, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut. Comdr. A. P. Nazro, at Manila.  
*Marietta*, U.S. gunboat, 1,000 tons, 1,500 i.h.p., 12 guns, Comdr. E. H. Green, at Canton.  
*Monadnock*, U.S. double-turret monitor